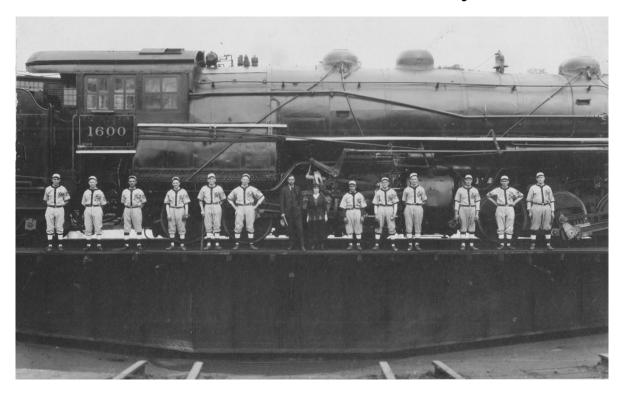
Delaware and Hudson Canal Company The Quality of Life in the Lackawanna Valley in the Nineteenth Century



D. & H. Motive Power Shop Baseball Team, 1921. Shown here, standing on the turntable in front of D&H No. 1600 in the Carbondale D&H Roundhouse are, left to right: Jimmy Carden, Tom Boylan, Johnnie Leo, Mallica Mannion, Reuben Molinaro, unknown, Maurice Blocksidge (Painter foreman), Lena McGowan (secretary), Scanky Leo, Jimmy Tyson, Joe Beahan, Phil Farber, Jimmy Farrell, Pat Sharkey. Photograph in the holdings of the Carbondale D&H Transportation Museum, donated by Frank Truman, Carbondale.

By

S. Robert Powell, Ph.D.

October 9, 2018

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Carbondale, PA 18407

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672 pages, illustrated

A History of the

Delaware and Hudson Canal Company

in 24 Volumes

S. Robert Powell, Ph.D., 1974 Indiana University, Bloomington, IN

I	Gravity Railroad: 1829 Configuration
II	Gravity Railroad: 1845 Configuration
III	Gravity Railroad: 1859 Configuration
IV	Gravity Railroad: 1868 Configuration
V	Gravity Railroad: 1899 Configuration
VI	Waterpower on the Gravity Railroad
VII	Working Horses and Mules on the Gravity Railroad
VIII	Passenger Service on the Gravity Railroad
IX	Farview Park
X	The Steam Line from Carbondale to Scranton (the Valley Road)
XI	The Jefferson Branch of the Erie Railroad (Carbondale to Lanesboro)
XII	Reaching Out: D&H Steam Lines beyond the Lackawanna Valley
XIII	Troubled Times—the 1870s
XIV	Carbondale Stations, Freight Houses, and the Carbondale Yard
XV	Locomotives and Roundhouses
XVI	Rolling Stock: Freight and Passenger
XVII	Anthracite Mining in the Lackawanna Valley in the Nineteenth
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XXIV The Birth and First Maturity of Industrial America

Acknowledgements

In Memoriam John V. Buberniak

By S. Robert Powell

John V. Buberniak died on February 5, 2018, following a cerebral hemorrhage that struck him as he was delivering a eulogy at his mother's funeral on January 26, 2018.



John V. Buberniak, 1965-2018

John and I were intellectual partners and the best of friends for 37 years. We met one afternoon in the autumn of 1981 in the Board Room of the Carbondale Public Library on Sixth Avenue. Plane No. 1 on the D&H Gravity Railroad (beginning with the 1859 configuration of the line) went up the mountain at the rear edge of the Buberniak property on Canaan Street, and John was looking around in the nineteenth century newspapers in the holdings of the Carbondale Public Library to see what he could learn about the Gravity Railroad. I, too, was looking through the newspaper collection at the Library to learn more about the D&H Gravity Railroad. From that day up to the time of his death, John and I continued to do Gravity Railroad and D&H research and to record the history of the D&H for posterity.

Here is John's obituary:

"John V. Buberniak, 52, of Rio Linda, Calif., and formerly Carbondale, died Monday, February 5, 2018, at 3:21 P.M. at Geisinger CMC, Scranton, PA. His wife is the former Pamela Lewis.

Born at Bunker Hill Air Force Base, Peru, Ind., son of John Buberniak, Carbondale, and the late Connie Finster Buberniak, he was a graduate of Carbondale Area High School. He was an Army veteran. He was a member of the Board of Directors of the Carbondale Historical Society, the Carbondale D&H Transportation Museum, and the Maplewood Cemetery Association and a former member of the Carbondale Masonic Lodge 249 of the Free and Accepted Masons. He was employed as a machinist for the Union Pacific Railroad, Roseville, California, and was a member of the International Association of Machinists and Aerospace Workers Union, Local 1209.

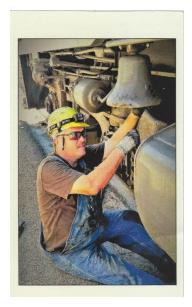
Also surviving are seven children, Justin, Harrisburg; John Anthony, Springfield, Ohio; Heather, Forest City; Bethanie, Lucasville, Ohio; Coty, Rio Linda; Chelsea, Scranton; and A. J., Browndale; four siblings, Harmon and wife, Danielle, Logansport, Ind.; Richard and companion, Jennifer, Carbondale; Kathryn, Carbondale; Naria, Carbondale; two cousins, Jim and Paul; sister-in-law, Victoria; three uncles, Joseph Finster, Indiana; John Finster and wife, Karen, South Carolina; and Charles Finster and wife, Benita, Ind.; an aunt, Jean Shemanski and husband, John, Tunkhannock; four nieces and nephews, Kavina, Samantha, Matthew and Douglas; many grandchildren and several grandnieces and grandnephews.

He was also preceded in death by his grandparents, Verlin Joseph and Imogene Finster, and John and Bernice Buberniak.

Immediate family and close friends may call Friday from 2 to 4 p.m. at the Brennan & Brennan Funeral Home Inc., 55 Lincoln Avenue, Carbondale.



Funeral Home Brennan & Brennan Funeral Home, Inc. 55 Lincoln Avenue Carbondale, PA 18407 (570) 282-2710 Published in *Scranton Times* on February 8, 2018"







In Loving Memory of *John V. Buberniak* July 25, 1965 February 5, 2018

I'd like the memory of me to be a happy one,
I'd like to leave an afterglow of smiles when life is done.
I'd like to leave an echo whispering softly down the ways, of happy times and laughing times and bright and sunny days.
I'd like the tears of those who grieve, to dry before the sun.
Of happy memories that I leave when life is done.

Brennan & Brennan Funeral Home, Inc. 55 Lincoln Avenue Carbondale, PA 18407

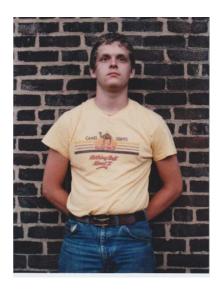


John as a soldier

On February 5, 2018, John died, but he and his contributions to the history of the Delaware and Hudson Canal Company and the Delaware and Hudson Railroad, which are manifest in all of the volumes in this series, shall live on herein in perpetuity.

S. Robert Powell

Here are some photographs, all taken by the author, of John V. Buberniak as a young man: formal portrait of John for the record; John as the "driver" of an derelict COLTS bus in the D&H roundhouse in Carbondale; John and his Suzuki motorcycle; John reading a text in a Memorial Day program in Carbondale's Maplewood Cemetery.









Two additional photographs of John V. Buberniak are given on page 4 in Volume XXIV in this D&H series.

Overview

The industrial revolution in America was born on October 9, 1829, in Carbondale, PA, when the first cut of Delaware & Hudson Gravity Railroad coal cars, loaded with mass produced anthracite coal, headed up Plane No. 1 out of Carbondale for Honesdale and to market in New York City.

Those cars, filled with anthracite coal from mines in Carbondale, traveled over 16 miles of railroad tracks, made up of eight inclined planes and three levels, to Honesdale, where the coal was transferred into canal boats and hauled 108 miles, through the D&H Canal, to the Hudson River.

Most of the coal that was sent through the D&H system in the course of the nineteenth century was shipped south on the Hudson River to the New York metropolitan market and to many ports on the Atlantic seaboard, north and south of New York. A large quantity of anthracite coal was also shipped up the Hudson River to Albany, and shipped through the Erie Canal to the American Midwest.

The mining, manufacturing, and transportation system that became operational on that day between the anthracite mines of the Lackawanna Valley and the retail markets for that coal on the eastern seaboard and in the American Midwest was the product of enlightened entrepreneurial, technological, and managerial thought on the part of the officers, managers, directors, and employees of the Delaware and Hudson Canal Company. That system, the first private sector million-dollar enterprise in American history, was, at the same time, the pioneer expression on this continent of mass production, a mode of production that would thereafter characterize industry in America and around the world.

Mass production, the revolutionary engine that made it possible for the D&H to launch its mining, manufacturing, and transportation system in Carbondale on October 9, 1829, and to perpetuate that system well into the 20th century, came into existence when it did and lasted for as long as it did because a body of employees

and managers, within the context of a community, of which both groups were a part, chose to work together for their mutual benefit and enrichment, to mass produce and market a commodity, and in so doing to implement the clearly articulated production and marketing objectives of "the company," the Delaware and Hudson Canal Company.

In this 24-volume work on the D&H,* we will (1) document the history of that mining, manufacturing, and transportation system, with a special focus on the rail lines of the Delaware and Hudson Canal Company in northeastern Pennsylvania, from the opening of the D&H Gravity Railroad in 1829 to the anthracite coal strike of 1902; and (2) demonstrate that the history of that mining, manufacturing, and transportation system, the D. & H. C. Co., from 1829 to 1902, is, at the same time, not only an illustration of eight decades of fine tuning by the D&H of their mass production procedures and techniques but also a full-bodied expression and record, both from the point of view of the D&H and from the point of view of its employees, of the birth, development, and first maturity of the industrial revolution in America.

This is a success story, directed by America's pioneer urban capitalists, and implemented by them and the tens of thousands of men, women, and children who emigrated from Europe to the coal fields of northeastern Pennsylvania in the nineteenth century to work for and with the D&H and to start their lives over again. This is a success story that is important not only within in the context of local, state, and regional history but also within the context of American history. It is a compelling story.

^{*}The present volume focuses on *The Quality of Life in the Lackawanna Valley in the Nineteenth Century*. Each of these 24 volumes will focus on one aspect of the history of the Delaware and Hudson railroad, from the opening of the Gravity Railroad in 1829 to the anthracite coal strike of 1902. Each volume will be an autonomous entity and published separately.

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Evaluating the Quality of Life of a Social Order

What are the characteristics of a social order in which the quality of life in that social order is regarded as good? To answer that question, we must ask--and answer--among others, the following questions:

What are the material conditions of life in that social order? What leisure time and recreational opportunities are available to the members of that social order when they are not "at work"/earning their daily bread. Is adequate medical care available for all? Are the members of that order able to interact on a social level with other members of the community in civic, community, and fraternal organizations? Are the spiritual needs of the members of the community met? Are cultural and intellectual activities a feature of daily life? How do most members of that order regard the past? The present? The future?

In a social order in which its members have a good quality of life, the members of that order take advantage of the opportunities that are available to them. They consciously take steps to enrich their lives and the lives of family members. There is a feeling of optimism present and people look forward to each new day and to the future as a new opportunity: upcoming family and special events, civic and community holidays, national holidays, hunting season, having their picture taken, getting a driver's license, going fishing, summer vacation, the junior prom, planting a garden, getting married, educating children, buying a cow, getting the kids through college, buying a house, moving to the big city. The sky's the limit. People with a good quality of life embrace the present and the future and have no regrets about the past, which they remember fondly.

In a social order with poor quality of life, the present and the future are regarded as just one more difficult or unpleasant or unfulfilling moment, with no real possibility for anything good to happen, just as in the past. Life in such an order is regarded as a tragedy which unfolds day by day.

Having a lot of money does not mean, ipso facto, that the quality of your life is good. Consider, for example, the vast quantity of highly visible and financially successful twenty-first century people everywhere who regard themselves as the summa of human possibility but whose quality of life is middling for the simple reason that even though they have abundant leisure time at their disposal, and even though there are abundant opportunities open to them through which they could enrich the quality of their lives, if they chose to, they turn their backs to those opportunities and wallow in a reprehensible self-indulgence of the lowest order.

By the same token, having no money does not mean that the quality of your life is bad. In speaking of the peasants in Norman Sicily in the period 1090-1194, for example, Will Durant, in *The Age of Faith*, p. 704, observes: "A hardy busy peasantry covered the rich soil with crops, and kept the cities fed. They lived in hovels, and suffered the usual exploitation of the useful by the clever, but their life was dignified with a colorful piety, and brightened with festivals and song. Every season of the agricultural year had its dances and its chants, and vintage time brought bacchanalian feasts that bound ancient Saturnalia with modern Carnival. Even to the poorest there remained love and folk songs ranging from license and satire to lyrics of purest tenderness."

Specifically, as we take a close look at daily life in the anthracite coal fields of northeastern Pennsylvania, we must ask: After work and on Sundays and on holidays, what were the recreational/social/spiritual/ intellectual options /opportunities that were available in their home communities to those who worked for the D&H--and for the other railroads and coal companies-in the anthracite coal fields of northeastern Pennsylvania? What were the features of the communities in which they lived that enhanced the quality of life of the residents of those communities? What initiatives did the D&H take to enrich the on-the-job experience of its employees? What initiatives did the D&H take to enrich the off-the-job experience of its employees?

Those of some of the questions that must be asked--and answered-- if we are to assess the overall experience of life of the men and women and their families, on-the-job and off-the-job, not only in the anthracite coal fields in the Lackawanna and Wyoming Valleys of northeastern Pennsylvania, but also in the communities that were integral components of the D&H network in the nineteenth century.

Working in the anthracite mines and breakers and on the railroads and for the coal companies in the nineteenth century was hard work. It was also dangerous. Everyone knew that. It was a good job. It paid well. The vast majority of those who worked for the Delaware and Hudson Canal Company loved their jobs. They gave it their all. Nobody wanted to retire.

The vast majority of those who worked for the Delaware and Hudson Canal Company loved their lives, because the quality of their lives was excellent. The Delaware and Hudson Canal Company was the huge success that it was in the nineteenth century because the quality of life of those who worked for the Company was first class, as we will demonstrate in the pages that follow. In doing so, we will focus on Carbondale, taking it as a typical/representative community of the anthracite region of northeastern Pennsylvania.

Schools and Educational Opportunities

Going to school, for children in the early nineteenth century, was not a regular feature of life. For children, for much of the nineteenth century, going to work--on farms, in factories, in mines, and in all manner of manufacturing industries--was a regular feature of life. It was not until 1938, when the Fair Labor Standards Act was passed, that the employment of children under sixteen years of age was prohibited in manufacturing and mining.

Beginning in the mid-nineteenth century, however, educational reformers began to speak against child labor and in favor of primary and secondary school education for children not only for their personal fulfillment as individuals but also a valuable enterprise for the advancement of the nation.

Two important studies of education and educational opportunities available in the anthracite coal fields of northeastern Pennsylvania in the nineteenth century were published in the historical journal titled Northeastern Pennsylvania A Portrait of Northeastern Pennsylvania, Its Political and Administrative Areas, Natural and Man-Made Phenomena, Institutions, Arts, Industries, and Citizens--Past and Present in 1980 and 1981.

The first, on February 20, 1980, in Volume I, Number 3 of *Northeastern Pennsylvania...*, which is titled *The Schools of Northeastern Pennsylvania 1681-1895*. The head of the title page of that issue of that journal, copies of which are in the holdings of the Carbondale Historical Society and Museum, and in many public collections in northeastern Pennsylvania, is shown below.

NORTHEASTERN PENNSYLVANIA

A PORTRAIT OF NORTHEASTERN PENNSYLVANIA, ITS POLITICAL AND ADMINISTRATIVE AREAS, NATURAL AND MAN-MADE PHENOMENA, INSTITUTIONS, ARTS, INDUSTRIES, AND CITIZENS--PAST AND PRESENT

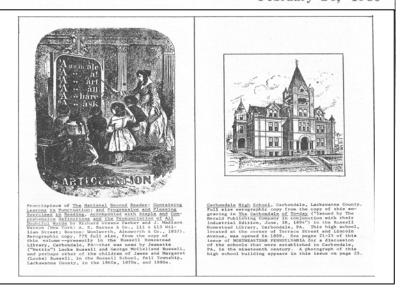
\$2.00

Volume I, Number 3

February 20, 1980

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The Schools
of
Northeastern
Pennsylvania
1681–1895



The second, on May 20, 1981, in Volume II, Number 4 of *Northeastern Pennsylvania...*, which is titled *The Schools of Northeastern Pennsylvania (Part II)*. The head of the title page of that issue of that journal, copies of which are in the holdings of the Carbondale Historical Society and Museum and in many public collections in northeastern Pennsylvania, is shown below.

NORTHEASTERN PENNSYLVANIA

A PORTRAIT OF NORTHEASTERN PENNSYLVANIA, ITS POLITICAL AND ADMINISTRATIVE AREAS, NATURAL AND MAN-MADE PHENOMENA, INSTITUTIONS, ARTS, INDUSTRIES, AND CITIZENS--PAST AND PRESENT

Volume II, Number 4

May 20, 1981

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THE SCHOOLS
OF
NORTHEASTERN
PENNSYLVANIA

(Part II)



GENEALOGICAL

AND

LOCAL HISTORY
NOTES

THE SCHOOLS OF NORTHEASTERN PENNSYLVANIA (Part II)

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As those two publications make abundantly clear, educational opportunities in the anthracite coal fields of northeastern Pennsylvania were many, and with each passing year more and more schools were established and more and more students attended those schools. At the same time, the value of a formal system of education, not only for its beneficial effect on the quality of life of the students enrolled therein, but also for the communities in which those students lived upon completion of their formal education was more broadly recognized with each passing year, particularly in the period between the American Civil War and the end of the nineteenth century.

Let's take a look at the schools that were in Carbondale at the end of the nineteenth century. From the *Carbondale City Directory for 1895-1896*, we learn that in Carbondale at that time there was not only a Central High School but also eight elementary schools in the city as a whole. Here are the relevant pages on schools in Carbondale in 1895-1896 from that directory:

Carbondale

City Directory.

For 1895-96.

PUBLIC LIBRARY

PUBLISHED BY

TAYLOR'S DIRECTORY COMPANY,

J. JAMES TAYLOR, MANAGER,

TRIBUNE BUILDING,

SCRANTON, PA.

PRICE, \$2.50.

Style, arrangement and design of names of this Directory entered according to Act of Congress in the year 1895, by J. James Taylor, in the Office of the Librarian of Congress at Washington, D. C., for Carbondale, Pennsylvania.

PUBLIC SCHOOLS.

Superintendent of Schools-John S. Forbes.

School Board—S. A. McMullen, president; J. M. Alexander, treasurer; P. F. Coogan, secretary; M. F. Norton, J. J. Collins, T. J. Boylan.

Meetings—The regular meetings of the Board are held on the

first Monday of each month.

City Institute—Under the supervision of the superintendent, meets at the Central High School Building, Terrace, cor Wyoming on the second and fourth Saturdays of each month.

SCHOOLS.

Central High School—Terrace c Wyoming, H. J. Hockenberry, principal.

School No. 1—Salem av c Park street, Emma Rosengrant, principal.

School No2—Salem av c Spring, Amelia B. Peuckert, principal.

School No. 3—S Main n Sand, Lizzie Mullady principal.

School No. 4—Powderly n city limits, Maggie Walsh, principal.

School No 5—Pike n White Bridge, Mary Coogan, principal.

School No. 6—Brooklyn, W. S., Nora Murphy, principal.

School No. 7—Fairview c Orchard, Thomas L. Gilmartin, principal

School No. 8—Belmont c Maple av, Catharine Jay principal.

Throughout the anthracite coal fields of northeastern Pennsylvania, by the end of the nineteenth century, education was regarded as a primary asset in the lives of the students in question and in the communities in which they lived. Education, more and more communities learned, enhanced the quality of life of all concerned.

One of the great historical resources available in Carbondale is the archive of newspapers that were published in Carbondale during the nineteenth century. The editors of those newspapers were well educated men who produced first class papers. Not surprisingly, S. S. Benedict, the celebrated editor of the *Carbondale Advance*, regarded it as his mission not only to report the news but also to educate the readers of his paper. His editorial in the March 7, 1874 issue of the

Carbondale Advance is a prize winner, and underlines the educational role that reading the newspaper can play in the lives of those who are open to learning. Here is that editorial, titled "Errors of Speech," from the Saturday morning edition of the March 7, 1874 of the Carbondale Advance, p. 2:

Carbondale Advance.

S.S. BENEDICT. · · · Edito

CARBONDALE, PA.:

SATURDAY MORNING, MARCH 7, 1874.

READING MATTER ON EVERY PAGE.

ERRORS OF SPEECH.

We should like to point out, for the benefit of our readers, two or three grammatical errors, which are in very common use, but are errors nevertheless, and ought to be corrected.

The first one we would speak of is the use of the preposition like for the adverb as; but lest we befog our remarks by the use of technical terms, and so defeat our purpose, we will dispense with these altogether, at the expense of a concise exactness of expression, and try to explain what we refer to in plain language. The word like, then, we say, is used often improperly, for the word as. For instance: "He was an able bodied man like his father was." This sentence may be corrected in two ways; we may substitue as for like, so that the sentence will read "as

his father was," or we may strike out was, leaving it "like his father." "These coverings were thrown over the walls, like a pall is thrown over a coffin:' here as should be substituted for like. Without further multiplying instances, we give it as a rule that like is never to be used un less to can be inserted after it without destroying the sense; and this, for the reason that to is always understood after like, though not expressed in modern English. It will be a sufficient indication of the extent to which this error has prevailed, to say that the last sentence quoted is from the "Old Testament History," (Page 227). of Dr. Wm. Smith, editor of the celebrated Smith's "Dictionary of the Bible."

We often speak of "those kind of apples," or "those kind of books." A single thought will suffice us to detect the error. "Those books" would be proper enough; "those

apples" no one could object to; but "those kind" never can be right. The proper expression is manifestly "that kind of apples or books"

"It was him;" "Is that him?" Reverse the words in these sentences, which we may do, and the mistake will be seen at ence: "him was it;" "him is that;" no one would talk in this way. All would say "he was it;" "he is that;" and what is proper in the one case is proper also in the other; so that we should say "It was he;" "Is that he?"

The word "expect" is often used where suspect or suppose is the proper word. "I expect it is raining in Alaska." "I expect Grant has been elected." Now in neither of these cases do you expect any thing at all, and the absurdity of saying so is at once apparent. The word to be used is suspect, or if you prefer it, suppose.

How often we speak of "tasting the difference" between two things; or with respect to the other senses of hearing, seeing, feeling, smelling the difference. One man will hand an orange to his neighbor and then an apple, and say "De you taste the difference?" Now is it possible for any one to taste the difference. He may taste the apple, and then taste the orange, but it is hard to see how he would taste the difference. By the two acts of tasting,

however, he would become aware of the difference; that is, the organ of taste would convey the sensation in each case to the brain, and this would decide immediately that there was a difference and what that This is the act of disting. difference was. uishing, therefore to be correct we should speak of distinguishing the difference by tasting, seeing, smelling or whatever it may be. Nor do we think the criticism hypercritical. There is a right and a wrong in these matters of language, and the one should be adhered to, the other discarded. It is true there are many cases where a rigid precision of expression may be sacrificed for the sake of clegance, or enphony; and those who hold out against this are very justly denounced as prudish, and sticklers. But while we are to allow this license in certain case, we are not to run to the extreme of giving up every thing—the laws, principle and proper us age of language, to the encouragement of a tendency which would eventually degrade all refinement to the level of ignorance.

We believe then it is no prudery to insist that the phrase "tasting a difference," or the like, is incorrect, and the proper expression to be used is "distinguishing a difference" by taste or whatever other of the senses may be referred to.

Lay is very often used in place of lie.

"Lay that down!" Proper enough. "I think I will lay down." Lay what down?

"Myself," you answer. There you should say, "I think I will lay myself down."

But this is very awkward, it is true, nor is it what you wish to say. You simply meant to say "I think I will lie down."

"Your letter will have to lay over" &c., wrote an American Counsel to us the other dap. When we ask "lay what over?" as before, we see at once that lie is meant.

These are a few very common errors, which perhaps all our readers have heard and used. We may have occasion to call their attention to others again.

A great many D&H employees understood the value of education and consciously worked at bettering themselves. Thomas McCawley, for example, at the age of 13, worked as a slate picker in the Coalbrook Breaker, Carbondale, during the day. At night, he went to school.

In the biographical portrait of the man ("Born to Railroad," *The Delaware and Hudson Railroad Bulletin*, April 1, 1936, pp. 51-52, 60), we read:

"For some time after going to work he went to school nights, the instructor being Edward Davies, father of Treasurer W. H. Davies. Classes were held in the stationary engine house [Plane No.28] in back of River Street, Carbondale, and Mr. Davies was an expert mathematician with the faculty of imparting his knowledge to his pupils." (p. 51)

Thomas McCawley ultimately became a D&H engineer, working out of Carbondale.

Abundant educational opportunities were available in the anthracite coal fields in the nineteenth century. A great many of the children of the railroaders and miners took advantage of those opportunities, and the quality of their lives was enhanced because they did so.

2303

Churches and Houses of Worship

One of the strongest indicators of a high quality of life in a community is the presence there of a strong body of established houses of worship that cater to the spiritual needs of the members of the community.

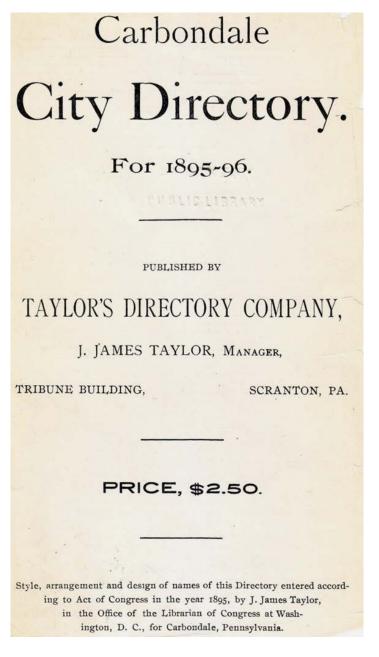
The Welsh, as we have noted in Volume XXII in this D&H series, were among the early settlers in the anthracite coal fields of northeastern Pennsylvania, and the importance of the church in the lives of these early Welsh settlers in the anthracite coal fields is well known.

Consider the following remarkable facts:

- -- the Welsh founded the first Sunday Schools in churches.
- -- the Welsh Hill Congregational Church was established in Clifford Township in 1835
- --in Forest City, PA there were two Welsh churches: Welsh Baptist, 1888-1890; Welsh Congregational, 1891-1928
- --in Carbondale, there were three Welsh churches: Welsh Baptist, 1830-1898; Welsh Congregational, 1831-1930; and Welsh Presbyterian, 1832-1860

- --in Jermyn, PA, there were three Welsh churches: Welsh Baptist, 1875-1895; Welsh Congregational, 1869-1920; and Welsh Presbyterian, 1872-1877
- --in Mayfield, PA, there was a Welsh Baptist Church, 1875-1910

In the *Carbondale City Directory For 1895-96*, we find the following listings of churches in Carbondale:



CHURCHES.

Baptist—Berean, Lincoln av c Church, Rev. T. E. Jepson, pastor; res. 33 Lincoln av. Deacons, P. S. Joslin, E. M. Peck, J. O. Miles, C. G. Avery; trustees, P. S. Joslin, E. M. Peck, J. Borst, J. O. Miles, Miles Gardner; clerk, P. S. Joslin; treasurer, F. J. Colwell. Sunday Services, 10:30 a. m. and 7:30 p. m; mid-week services, Thursdays 7:30 p. m.; Y. P. S. C. E. meets Sundays 6:30 p. m.; Junior S. C. E. meets Sundays 4:00 p. m.; Sunday School at 12:00 m.

Congregational—S. Church c Eighth av. Rev. Abram Jones, pastor, residence 56 Eighth av. Trustees, J. D. Davis, D. P. Lewis, R. Lloyd; deacons, R. Lloyd, D. P. Lewis, A. Roemmelmeyer, clerk, D. W. Evans; treasurer, R. Lloyd. Sunday Services 10:30 a. m. and 6 p. m.; Sunday School, 2 p. m.; Fellowship Meeting,

Thursdays 7:30 p. m.; Bible Class, Tuesdays 8:30 p. m.

Methodist Episcopal (First)—N Church n Salemn av. Rev. G. A. Place, Ph D. pastor, residence 76 Terrace. Trustees, Pierce Butler, president; Irving Davis, secretary; A. Pascoe, treasurer; H. B. Jadwin, S. S. Clark, D. Scurry, G W. Reynolds, T. C. Robinson, W. E. Kirby. Sunday Services 10:30 a. m. and 7:30 p. m.; Sunday School 12 m.; Epworth League, 6:30 p. m.; Prayer meeting Thursday evenings 7:30.

Presbyterian (First)—N Church n Salem av. Rev. Charles Lee, pastor; residence 66 N Church; elders, C. E. Lathrop, B. Ottman, S. Bolton, W. Male, J. B. Hoyt, H. H. Major; deacons, I. Milligan, P. H. Briggs, G. Norris, N. Mohrs; secretary, H. G. Baker; Treasurer, J. P. H. Raynor. Sunday Services 10:30 a. m. and 7:30 p. m.; Sunday School 12 m.; Y. P. S. C. E. 6:50 p. m.;

weekly prayer meeting Thursday evenings 7:30.

Presbyterian (Welsh)—S Church c Ninth av. Rev. William J. Lewis, pastor; residence 59 S Church. Sunday Services 10:30 a. m. and 6. m.; Sunday School 2 p. m.; mid-week services Tuesdays 7:30 p. m.

Protestant Episcopal—Trinity, 58 River. Rev. E. J. Balsley, rector; residence 62 River. Senior Warden, C. R. Manville; Junior Warden, William Bowers; secretary, E. C. Harnden; treasurer, J. F. Wheeler; vestrymen, Charles Burr, Thomas Orchard, J. Vandermark, N. L. Moon. Sunday Services 10:30 a. m., 7:30 p. m.; Sunday School, 12 m.; Ladies Aid Society, Wednesdays 3:00 p. m.; Trinity Guild, Tuesdays 7:30 p. m.; Brotherhood St. Andrew, Tuesdays 8 p. m.

Roman Catholic—(St. Rose De Lima), N Church opp Park pl, Rev. Thomas F. Coffey, rector; residence 6 N Church. Assistants Rev. J. J. Curran and Rev. W. J. Nealon. Sunday services, first mass, 7:00; second mass, 8; third mass, 9:00; high mass, 10:30

a. m.; Sunday School 2:00 p. m.

The houses of worship in Carbondale in 1912 are listed in the R. L. Polk & Co.'s Carbondale Directory 1912, as follows:

R. L. POLK & CO.'S CARBONDALE DIRECTORY 1912

ATT 75 400

Sunday services at 10:30 a m and 7:30 p m; mid-week services Thursday 7:30 p m"

CHURCHES.

Baptist.

Berean Church—Cor Lincoln av and Church. Rev P H

Lynch, pastor. Sunday services 10:30 a m and 7:30
p m; mid-week services Thursday 7:30 p m; B Y
P U meets at 6:30 Sunday evenings; Junior B Y
P U meets Sunday 3:30 p m, except during July and
August; Sunday School at 12 m.

Congregational.

First Church—Cor 8th av and S Church. No pastor. Sabbath services 10:30 a m and 7:30 p m; Sunday School 12 m; Y P S C E 6:30 p m; prayer meeting Thursdays at 7:30 p m; holy communion the first Sunday of each month.

Evangelical Lutheran.

St Paul's Church—47 S Church, Rev. R L Pfeil, pastor. Sunday services 10:30 a m and 7:30 p m. Sunday School 12 m.

Hebrew.

Society of Peace Jewish Synagogue Congregation—61 Pike. Jacob Eisenchtadt, rabbi. Services every Friday 6 p m, Saturday 8 a m.

Methodist Episcopal.

First Church—N Church nr Salem av. Rev T F Hall, pastor. Sunday services 10:30 a m and 7:30 p m; Sunday School 12 m; Epworth League 6:30 p m; prayer meeting Thursday 7:30 p m.

Presbyterian.

First Church—N Church cor Salem av. Rev Charles Lee D D, pastor. Sunday services 10:30 a m and 7:30 p m; Sunday School 12 m; Y P S C E 6:30 p m; prayer meeting Thursday 7:30 p m.

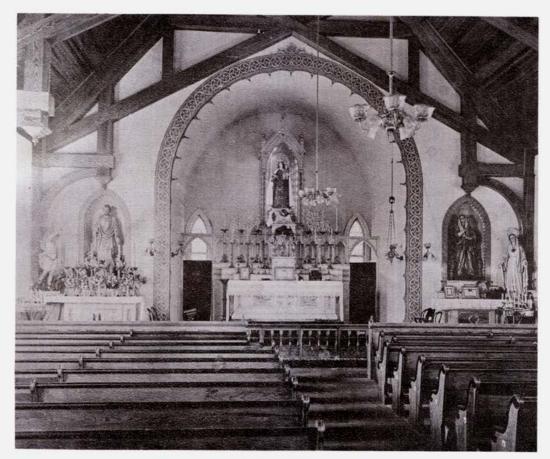
Welsh Church—78 S Church. Sunday services 10:30 a m and 6 p m; Sunday School 2 p m.

Protestant Episcopal.

Trinity Church—58 River. Rev George C Graham, rector. Sunday services Holy Eucharist 8 a m and (10:30 first Sunday) Morning prayer and litany 10:30 a m except first Sunday. Evening prayer 7:30 p m. All Holy Days, Holy Eucharist 8 a m. Sunday School 12 m.

Our Lady of Mount Carmel Church

A relatively late addition to the primary downtown churches in Carbondale is Our Lady of Mount Carmel Church. An excellent history of that church is presented in 75th Anniversary of Our Lady of Mount Carmel Carbondale, Pennsylvania, pp. 7-15, that was published in 1975. A copy of this important history was donated to the Carbondale Historical Society on January 26, 2017 by Jerry Arnese, Carbondale. Here is that 75th anniversary history:



1900 - 1909

THE HISTORY OF OUR LADY OF MOUNT CARMEL CHURCH

In 1880 the Italian immigrant colony in Rochester, N. Y. fell on hard times. Seeking new jobs, a small group of laborers and their families headed south for Dunmore, Pa., a coal center known to have its own Italian colony. This was an important consideration, since few of the migrant laborers spoke any other language. When they reached Carbondale, they were intercepted by Joseph Pedro, a leader of the local Italian colony. He persuaded them that Carbondale's mines, railroads, and construction industry offered even more lucrative employment opportunities than Dunmore. The group joined the Carbondale colony, settling in the city's West Side.

In 1882, the settlement leased a one-room wooden frame building at the corner of Brown and Villa Streets and persuaded Father Dominic of St. Lucy's Church in Scranton to celebrate Mass here on Sundays and Holy Days. His congregation numbered about fifty families. The building still stands.

Father Dominic was succeeded a few years later by Father Joseph, a visiting priest from Scranton who had been living at St. Rose Rectory. When Father Joseph was transferred, the Bishop of Scranton appointed the Rev. Anthony S. Cerruti to serve Our Lady of Mount Carmel.

Prominent among the members of the Carbondale Italian colony during this period, in addition to Joseph Pedro, were Luigi Cerra, Joseph Molinaro, Philip Sirianni, Vito Sirianni, Nicholas Molinaro, Micholas Rogers, Felix Sirianni, Serafino Cerra, Peter Bonacci and Antonio Scalise.



Father Anthony Cerruti

The group suffered trying times. Those were the days of the language barrier, maltreatment, and discrimination. Those were the days of the horse and buggy, the washboard, the kerosene lamp, bare wooden floors, no bathtubs, and the black coal stove.

With the mounting emigration from southern Europe came increasing numbers of Italians mainly from Calabria, Sicily, Bari and Naples. Soon the little chapel at the corner of Brown and Villa Streets could no longer accommodate its parishioners. So, on February 19, 1900, the parishioners purchased for \$1,000.00, from the Hudson Coal Company the present site of Our Lady of Mt. Carmel Church. Among the leaders of this effort were Joseph Pedro, Angelo Cerra, Gabriel Pugliano, Frederick Tolerico, Luigi Cerra, Anthony Graziano, Louis Gardella, and Anthony Cerra.

The land having been bought, parishioners of all ages went to work digging, hauling stones, erecting foundation walls. The foundation was ready for the building contractors within weeks. In early summer the Most Rev. Michael Hoban, Bishop of Scranton, presided at the cornerstone laying exercises, and on Christmas Eve of 1900 the parishioners attended the first Mass in Our Lady of Mount Carmel Church. The celebrant was Father Anthony Cerruti, who was named pastor.

The cost of the new church was \$8,000.00 and was an imposing building with simple but beautiful Roman lines. It was comfortable, well-lighted, well heated and a warmly inviting place of worship.

The original church choir was organized for the opening Mass. Its director was John C. Firth, and the members included Mr. and Mrs. Felix Paone, Mrs. J. C. Firth, Ralph Scalise, Anna B. Brown, George Schim-





Plays by the Parishioners Our Lady of Mount Carmel Auditorium

mel, Ella McNulty, Nell Brown, Michael Kearney, Gertrude Weisly, Fannie Pugliano, Mary Weisly and Lottie Pugliano.

Mr. Firth remained director for a year and a half, then was succeeded by Regina McCabe, who held the post until 1903. Members of the choir under Miss McCabe included Elizabeth Scalzo, Mary Molinaro, Gertrude Perri, Rose Molinaro, Philomena Cerra, Angelina Perri, Sam Perzella, Carmine Cerra, Ralph Sirianni, James Civiletti, Charles Neutts, Arthur Saporita, Anthony Chellino, Frank Rienzo, Frank Scalzo, Sam Chellino, and George Civiletti.

Mary C. Devine volunteered as organist and reorganized the choir in March of 1905. In 1924 the choir was re-organized by Lillian Devine. The choir under her direction was reputed to be one of the finest in the diocese. Included as members of the choir were: tenors; Ralph Sirianni, Tony Perri, Frank Casarta, Joseph Lee, Anthony Leo, Frank Scalzo, Frank Rienzo, Fred Thomas and Frank Leo; basses: Victor Pascoe, Peter Gillette, Sam Chellino, Sam Piro, Joseph Gordon, Patrick Coda and Angelo Mongelio; sopranos: Mary Bonacci, Mary Grandinetti, Mary Pettinato, Rose Molinaro, Helen Fotia, Loretta Dugan, Helen Mussari, Rosella Chellino, Clara Cerra, and Julia Grandinetti; altos: Vera Bonacci, Jane Moro, Philomena Cerra, Catherine Grandinetti, Kathryn Cerra, Lena Clause, Mary Pascoe and Fernata Bonacci.

Within a few years, the parish debt was declining, membership was increasing, and Mt. Carmel had developed an esprit de corps that was recognized throughout the diocese. The pastor was no longer addressed as



The Festival of Our Lady of Mount Carmel



Father Cerruti. That appellation was a bit formal. He was too lovable and too close to his parishioners to be greeted formally. They referred to him endearingly until his death as Father Anthony.

Then, on March 18, 1910, fire of unknown origin leveled the church. Ralph Sirianni, still one of the parish's most active members, recalls it vividly. He saw the flames from 500 yards away from the D. & H. Roundhouse where he worked. He and some fellowworkers dashed to the church where scores of others had already begun to battle the blaze carrying buckets from nearby houses. But the fire was beyond control. Within an hour, all that stood was the church foundation. The only consolation for the grief stricken congregation was Father Anthony's saving the Sacred Host.

Though distressed, the parishioners were not dispirited. Within months they built the lower part of what was to be their new church. While reconstruction was in progress, they used the basement of St. Rose Church for their services.

On the first Sunday of October, 1911, the first mass was celebrated in the rebuilt basement of Our Lady of Mount Carmel. However, the parish was impoverished and it took fourteen additional years to raise sufficient funds to complete the church superstructure.

On May 10, 1925, the new church was dedicated by Bishop Hoban. He was assisted in the dedication ceremonies by the Rt. Rev. Monsignor Thomas F. Coffey, pastor of St. Rose Church; Rev. Clement Cavaletti, Jessup; Rev. Francis Valverde, Dunmore; and Rev. John A. O'Neill, assistant pastor of St. Rose. To the great sadness of the parish, Father Anthony was not present; he had died four months before, on January 24. The dedication Mass was celebrated by his assistant the Rev. Angelo Perrone.

The new church was built of pressed brick, faced and trimmed with cut stone. The architecture was Roman. The main altar, of superior white marble, was flanked by two smaller altars of the same material. The pulpit and altar rail were also of the same material and design. Seventeen full-length stained glass windows depicted the lives of some of the saints and matryrs of the church. There also were Stations of the Cross, statues cast in plaster, and paintings by the eminent Italo-American artist, Messa. A new Kimball pipe organ completed the interior.

The building committee, at this time, was Ralph Scalise, Joseph Urso, Dominic Figliomeni, Angelo Sirianni, Santo Cardamone, Frank Delfino, Joseph Calabro, Joseph Parise, John Chiodo, John Cerra, Frank Grandinetti, Joseph Bivacqua, Natale Perri, Joseph Arnese, John Scalise, Frank Scalzo, Philip Farber, Joseph Figliomeni, Carmino Cerra, Anthony Grecco, Frank Rienzo, Ralph Sirianni and Anthony Graziano.

The church was one monument to Father Anthony's memory; another was Mount Carmel Cemetery. In 1919



Rocky Marciano with Father McKenzie

he deeded to the parish several acres of land on upper Fallbrook Street, in Fell Township. He had personally bought this tract in 1909.

The pall that covered the parish like a cloud because of Father Anthony's death was slowly dissipated by the appointment of Father Angelo Perrone as administrator. Father Angelo, as he was more commonly called, had served as Father Anthony's assistant for about two years. He was dedicated, holy and endearing. The parish was progressing. The parishioners loved him. They were beginning to feel that they had been blessed with another Father Anthony. But fate intervened and Father Angelo was called from our midst after serving for a little more than two years. He died on March 16, 1927 at age 53. In his will, Our Lady of Mount Carmel Church was the beneficiary of his insurance policy which amounted to \$5,000. During his brief tenure, he organized two parish societies: the Ladies of Mount Carmel, for married women, and the Angels' Sodality, for the unmarried.

On March 29, 1927, the Rev. William A. Crotti became pastor. He was young, zealous and full of ambi-

tion. He had been pastor for just five months, when he launched a drive to construct a rectory. Parishioners signed pledges for \$10,000, and scarcely a year later the rectory was dedicated. It stands today in its original state, a three-story building of Italian Renaissance design with buff brick walls ornamented with limestone trim. On the second floor is a portico of three arches, supported by carved stone columns. The roof is Italian vitrified tile. The interior, comprising suites for parish priests and visitors is of rough-textured colored plaster. An immense living room faces the portico, flanked by a large study and library. Raymond E. Tiffany was the arichitect and Joseph Guzzi the general contractor. The final cost of the building was \$30,000, which brought the total estimated value of the church property to \$150,000.00.

Most Rev. Thomas C. O'Reilly, Bishop of Scranton, officiated at the dedication. The same day he confirmed one of the largest classes (1300) of parishioners in the history of the diocese.

In addition to building the rectory, Father Crotti, in less than two years, had also organized a Holy Name Society, Blessed Virgin Sodality, St. Theresa's Guild and a parish troop of Boy Scouts of America. He also hosted a Jesuit Mission, conducted by Father Telese, S.J. and staged the first Corpus Christi procession in Carbondale. He had started to talk about plans for a convent, a parochial school, and possibly a parish club house, when, in 1928, he was transferred to St. Anthony's Parish in Dunmore.

He was replaced by the Rev. G. R. Cassibba, a native of Sicily, who had served many parishes throughout the country before coming to Carbondale.

Father Cassibba, assisted by Father Gerald F. Keegan, was in charge of Our Lady of Mount Carmel for four short years. But they were difficult years. The span 1920-1932 bore testimony to the stock market crash of 1929 and encompassed the years of the Great Depression of the early "30's". Many members of the parish were unemployed. The entire country was on the verge of collapse.

Notwithstanding, Father Cassibba, equipped with faith, leadership and dedication was successful in leading his flock through those distressing depression years to the dawn of more hopeful days ahead.

Father Cassibba's administration was short-lived. In April of 1932, he was recalled to his original dicesse in Sicily, and was immediately replaced that same month by his assistant — the Rev. Gerald F. Keegan.

Although not enjoying the very best of health, Father Keegan started his pastorate with zeal and determination. He was well equipped for his task. He had learned the Italian language in Rome, Italy where he was ordained in 1927. Besides, he had already spent two years in our parish as an assistant pastor. These qualifications, plus his love for the Italian people, made him the ideal successor to Father Cassibba. He loved everything about the parish — the people, their language, their customs and traditions and especially their



Our Lady of Mount Carmel — Blessing of the Flags

warmth. In turn, the parishioners had a reciprocal feeling for their pastor especially since he made it so easy for them to communicate in their native tongue.

For seventeen years Father Keegan labored zealously, unceasingly and lovingly among his parishioners.

Father Keegan, aided by many spirited parishioners who felt that the church should not be burdened indefinitely with financial obligation of this nature, began a "Burn The Mortgage Campaign", on September 18, 1944. The committee in charge of the project included: James Mascelli, Samuel Chellino, Jr., Jacob B. Graziano, Carmen B. Tomaine, Mary Bilotta, Nicholas A. Cerra, Joseph Figliomeni and Mrs. Angelo Cerra.

It was, therefore, with justifiable pride that on November 28, 1944 he called his people together to witness the burning of the parish mortgage. The parish that had escalated from a humble beginning of about fifty families in 1882 to one of more than 800 families in 1944 was now in a position to rejoice.

During this period of time, World War II was waged. Many sons of Mt. Carmel answered their country's call for help against her agressors. Nineteen young men gave their lives in defense of our country and loved ones. To their unselfish heroism this Jubilee Book is respectfully dedicated.

Now that Mt. Carmel was cleared of its debt, the beloved pastor envisioned a bright future for his flock. But, as everyone knows, plans do not always materialize. Within less than five short years, on April 21, 1949, the Master Planner called Father Keegan away from our midst.

The parish was saddened once more. The spiritual leader, the parishioners loved and worked with for so many years, had been called away from them.

With the death of Father Keegan, the Rev. Paul J. McKenzie was named Administrator and shortly thereafter, Pastor. The Golden Jubilee observance of the Parish occurred during his tenure. The event was commemorated on July 16, 1950 with a Mass celebrated by the Most Rev. Bishop William J. Hafey, D.D.

Under the leadership of Father McKenzie many improvements were made to the parish. Most outstanding among these accomplishments was the renovation of the church. New altars, paintings and statues transformed the church into a fitting and beautiful house of God. The rededication of the renovated church was celebrated by a Mass of Thanksgiving offered by Bishop Hafey on July 19, 1953. At the same time the establishment of a Catechetical School was inaugurated. Through the influence of Father McKenzie, three sisters of the Maestre Pie Filippini arrived to take up residence in Our Lady of Mount Carmel Convent on Farview Street and to begin teaching the word of God to our children.

Stricken with a lingering illness, Father McKenzie was called to his heavenly reward on August 31, 1957.

He left a legacy of spiritual and moral treasures which, to this day, are enjoyed by all parishioners.

With the death of Father McKenzie, Rev. Luke Silvestri, the present Assistant Pastor, was appointed Administrator. He continued in this capacity until April of 1958 when Rev. Joseph J. Ferrese became Pastor.

Father Ferrese was a man of dynamic personality and an eloquent preacher. Imbued with the importance of Catholic Education, he soon began to formulate plans for a parochial school. On February 13, 1962, permission was given by Bishop Hannan to erect Our Lady of Mt. Carmel School, Chapel and Convent. With the concerted help of all parishioners, contracts for over a half million dollars were awarded on March 12, 1963 and ground was broken on Palm Sunday, April 7, 1963. The cornerstone was laid on December 8, 1963.

On January 12, 1964, the Feast of the Holy Family, the new school was dedicated by Most Rev. Jerome D. Hannan, D.D. In September of that year the school opened with first and second grades. Each year one more grade was added until all eight grades were in session. Presently, the school is staffed by 3 sisters and 5 lay teachers. Our parish plant was now complete — church, school, rectory and convent.

It was during this time that Father Ferrese organized the Parent Teacher Association which exists to this day. They assist in many educational endeavors. Through fund raising activities they aid, in part, the finances of school administration.

In 1966 Father Ferrese was transferred to the pastorate of St. Mary of the Assumption Church, Jessup, Pa. Now ill with a terminal sickness, and after the model of his Suffering Lord, he awaited the final summons of the Good Shepherd. Father Ferrese died on January 13, 1968. His memory, his teaching and influence still lives enshrined in the hearts of the people he so lovingly served.

On December 15, 1966, the Rev. Paul P. Cottone became pastor. Father worked closely with the people and was much loved as a good pastor. In 1971 the Maestre Pie Filippini had to withdraw from staffing our school. Since Catholic Education was near and dear to the heart of Father Cottone, he made every effort to secure the help of another congregation of sisters to teach at Our Lady of Mt. Carmel School. Finally, through much effort he succeeded in obtaining the services of the Sisters of Jesus Crucified. These sisters were welcomed into the hearts and homes of the parishioners. They saved Catholic education at Mt. Carmel parish. During Father Cottone's pastorate the festival of Our Lady of Mt. Carmel Feast, together with procession and block party, was revived after many years of dormancy. This came about through the leadership and interest of a group of young men of the parish. The revival of the "Feast" brought about many advantages both spiritual and material to the parish. A warm spirit of friendship and good will now coursed throughout the parish. This

same group of young men volunteered to renovate the auditorium. Under the direction of Father Kulik, Assistant Pastor, these men worked evenings until the project was completed. Today, Mt. Carmel can boast of a beautiful, modern and spacious auditorium. The group included: Joseph Cassaro, Patrick Cassaro, Jr., John Scalise, John Lapera, James Bradley, Carlo Spizzirri, Joseph Martines, Carmine Zaccone, Michael Voglino, Richard Liuzzo, James Artone, Dominic "Spike" Mazza, Bernard Cerra, Joseph Artones, Cil Artone, Joseph "Pinky" Cerra, Anthony Artone, J. J. Zaccone, Jerry Slick, Richard Jones, Edward Ward, John Haggerty and Richard Pentecost.

In September of 1971, the Rev. Neil O. Gugliemelli was appointed pastor. He immdediately started a drive to raise funds for the remodeling of the church to harmonize with the norms of the new liturgy as stated by the Second Vatican Council. To this end, a general meeting of all parishioners was held in the School cafeteria. With the enthusiastic support of all parishioners, over \$120,000 was realized in this drive together with donations of "memorials" to the renovated church. This was accomplished only with the sacrificial support of all parishioners. Members of the Renovation Committee:

Honorary Chairmen: Rev. Neil O. Gugliemelli and Rev. Francis J. Kulik.

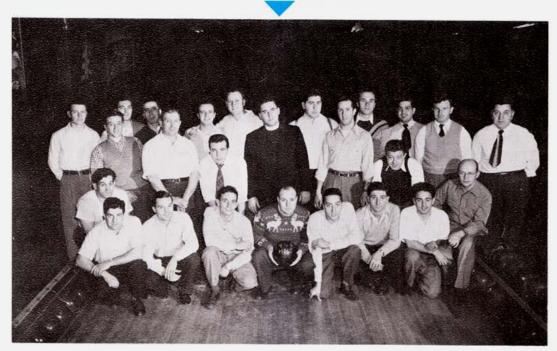
Co-chairmen: Mr. C. B. Tomaine and Mr. Frank Zazzera.

Secretary: Miss Antoinette M. Norella.

Treasurer: Rev. Francis J. Kulik.

Solicitors: Russell Motsay, Michael Cerra, Sam Falbo. Luke Pollitts, Joseph Lopes, Matthew Martines, Bernard Lapera, Albert Clause, Michael Delfino, Anthony Defazio, Angelo Cerra, John Baldini, John Masco, Silvio Talarico, John Lapera, Charles Zazzera, Sam Galati, Helen Martines, Rosa Cerra, Ann Gallo, Celia McDonnell, Justine Carite, Mary Ann McLaughlin, Edith Baldino, Joan Bevacqua, Rita Bevacqua, Florence Falbo, Violet Turano, Emma Cerra, Marguerite Leo, Janet Lucas, Mary Lou Cino. Joan Acquisto, Mary Defazio, Rose Morgantini, Sarah Gillott, Jean Gatto, Sylvia Curcio, Josephine Oliveri, Minnie Burney, Fernata Gillott, Mary Cieciorka, Darlene Zazzera, Lucille McDonough, Isabelle Cerra, Susan Mazza, Ann Ward, Parma Talerico, Mary Ann Mancuso, Jennie Cotroneo, Mary Mancuso, Marie Caporali, Margaret Galati, Carmella Bianco, Tina Sirianni, Josephine Tolerico, Josephine Horan, Tina Adams, Violet Falvo, Mary Mendicino, Rosalie Graziano, Jessie Bianco, Justine Bianco, Millie Santoro, Madeline Cerra, Kay Trichilo, Lorraine Delfino, Frances Falbo.

Our Lady of Mount Carmel Holy Name Bowling League





The new Altar of Sacrifice was consecrated on October 2, 1973 by Msgr. Thomas C. Horan, delegated by Bishop McCormick. The relics of the martyrs interred in the altar are those of St. Auxilius, St. Aucta and St. Casta.

On October 7, 1973, the renovated edifice was rededicated. The Celebrant of the Mass was the Most Rev. J. Carroll McCormick, D.D., Bishop of Scranton. Assistants to the Bishop were Rev. Louis J. Pascoe, S.J. and the Rev. Louis Bonacci, S.J., native sons of the parish. The sermon was delivered by the Rev. Francis J. Kulik, former assistant pastor.

In the newly renovated church there are altars of travertine marble with rock faced mensa and polished supports. The Baptismal font, situated in the sanctuary is of the same marble. The circular rock faced bronze tabernacle is situated in the sanctuary on a circular major altar of its own, in a place of honor which is dignified and properly ornamented. A beautiful mosaic of Our Lady of Mt. Carmel is situated on the back wall of the sanctuary. A lectern of matching marble completes the sanctuary. Wood carvings of the Stations of the Cross, the Glorified Christ and the Holy Trinity adorn the Church. All of the above mentioned accouterments were imported from Italy. New anodized aluminum, stained glass doors and windows were also installed. Blue carpeting covers the entire floor with matching upholstered pews. A modern, computerized Allen organ was also purchased, and finally a "Magne Bell" tape player was installed.

The exterior of the church was painted, new concrete sidewalks were installed and extensive landscaping was done to beautify the grounds. Outdoor Shrines in honor of St. Joseph, St. Anthony and the Sacred Heart were also erected. In the summer of 1974 a new roof was put on the church. Today the parishioners of Mt. Carmel have one of the most beautiful churches in the Diocese of Scranton an outstanding tribute and testimony to the faith and sacrifice of the People of Our Lady of Mt. Carmel Parish.

On September 4, 1972, our Reverend Bishop appointed Father William N. Bellucci as Assistant Pastor to our parish. Father was educated in the local schools of Wilkes-Barre, attended King's College and Pius X Seminary. He received his theological training at St. Charles Borromeo Seminary, Philadelphia and was ordained by Bishop McCormick on May 1, 1971. Quickly, he took to the heart the welfare of the parish and shouldered many of the burdens of parochial life. Within the

community, he became a volunteer for the Cottage Hose Ambulance Service and also is an active Chaplain for the Cottage Hose Fire Co. In this capacity, he serves both the spiritual and material welfare of the parish and the community of Carbondale...a blessed asset to our parish family.

The Diamond Jubilee celebration of our Parish was marked on May 18, 1975 with the Holy Sacrifice of the Mass. Bishop J. Carroll McCormick was principal concelebrant. Others concelebrating were: Msgr. Francis Mussari, Father Joseph Crea, O.S.J., Father Louis J. Pascoe, S.J., Father Marcus Gigliotti, O.F.M., Conv., Father Russell E. Motsay — all native sons of the Parish. The sermon was preached by Father Pascoe. A dinner-dance followed at Ernie's Restaurant. The principal speaker at the dinner was Dr. Salvatore R. Pettinato. Entertainment was furnished by the parish choir under the direction of Miss Barbara Arabio.

Many programs and festivities were held in conjunction with our Jubilee Year. On March 16, 1975, a Wine Supper was tendered for the "Pioneers" of our parish. These senior members of the parish were duly honored for the labor and sacrifices they made to give us a parish with such a rich heritage.

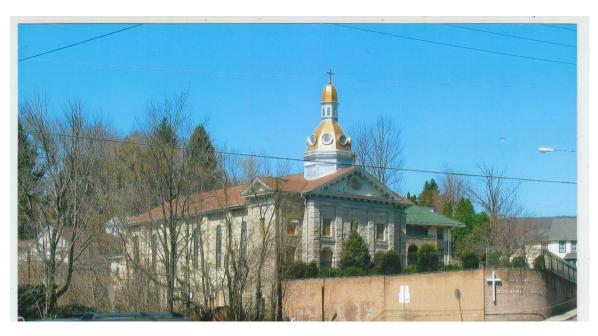
The children of the school presented a program conveying certain historical aspects of our parish on Sunday, April 6 at 3 P. M.

The choir presented a concert on May 4, 1975. Members of the choir — Lori Antinori, Helen Cerra, Marie Falbo, Yolanda Gabriel, Rose Gillotti, Bernadette Graziano, Philomena Graziano, Frances Grecco, Stella Grecco, Carmella Kutch, Bernadette Marasco, Natalie Oliveri, Sandra Oakley, Louise Pettinato, Judy Defazio, Gertrude Free, Joan Acquisto, Ann Cieciorka, Violet Falvo, Nancy Free, Debbie Lavery, Mary Oakley, Ann Marie Scarpino, Patty Ward.

As you peruse this brief history of the parish, you cannot help but realize that you the Parishioners of Mt. Carmel, the People of God, are a part of a glorious tradition. Down through the years, many men and women have contributed their efforts, work, talents, abilities and sacrifices to make our parish what it is today. Co-operation, familial spirit, love of God and neighbor are the necessary ingredients for any viable parish. May this spirit always remain within our parish! May Our Lady of Carmel intercede for us with Her Son, and bestow, through Him, God's choicest blessings upon everyone!

Compiled by: Rev. Neil Gugliemelli Peter Gillette Antoinette Norella

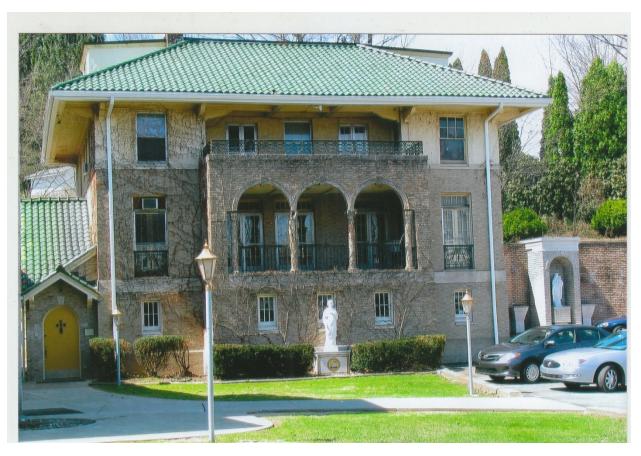




Our Lady of Mount Carmel Church, Carbondale, PA, photo 2014



Façade of Our Lady of Mount Carmel Church, photo 2014



Rectory, Our Lady of Mount Carmel Church, photo 2014

Temperance Societies:

The quality of life in a community is negatively impacted if intemperance gets the upper hand. At the same time, excessive alcohol use and intelligent decision-making on the job in the mines and on the railroads do not go hand in hand. For those reasons, there was an organized effort to encourage moderation--and to press for complete abstinence-- in the consumption of intoxicating liquors in the anthracite coal fields in the nineteenth century.

In the Carbondale City Director For 1895-96, five temperance societies are listed on page 26:

See below for more on the I. O. G. T. and the Father Mathew Society

TEMPERANCE SOCIETIES.

- → I. O. G. T.—Meets Wednesday evenings in Odd Fellows hall, Church c Seventh av
- → Knights of Father Mathew—Meets first and third Sundays of each month at rooms, 47 N. Main. President, M. R. Campbell; vice-president, James Moran; recording secretary, P. F. Carroll; financial secretary, J. Pidgeon; treasurer, M. F. Norton.

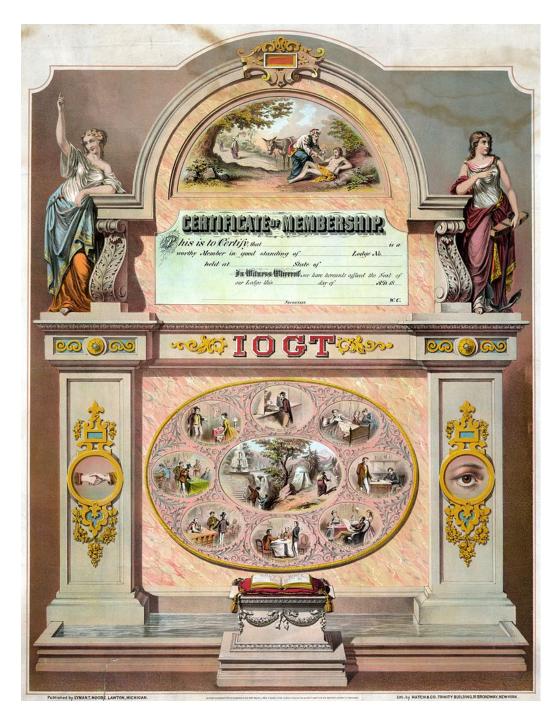
Pioneer Father Mathew Society—Meets second Sunday of each month at rooms, 47 N. Main. President, James McDonald; vice-president, J. F. Boland; recording secretary, P. F. Campbell; financial secretary, M. F. Burke, treasurer, Richard Kilpatrick.

St. Joseph's Cadets—Meets second and fourth Sunday of each month at St. Rose Hall n Church.

St. Rose T. A. B.—Meets on the second and fourth Sunday of each month in St. Rose Hall.

The I. O. G. T. (International Organization of Good Templars), the first of the temperance societies listed above, originated as one of a number of fraternal organizations for temperance or total abstinence. It was founded in the nineteenth century and had a structure modeled on Freemasonry, using similar ritual and regalia. It admitted men and women equally, and also made no distinction by race.

Shown below is an IOGT membership certificate from 1868 in Michigan:



IOGT membership certificate, Michigan, 1868

The Knights of Father Mathew was a Catholic temperance society that originated in Ireland and promoted complete abstinence from intoxicating liquors. It was founded by Theobald Mathew, an Irish Catholic priest who was born at Thomastown, near Golden, County Tipperary, Republic of Ireland, on October 10, 1790; he died at Cobh, Republic of Ireland on December 8, 1856.



Father Mathew

From Wikipedia we learn the following about the Father Mathew Society:

It was founded in Cork in 1838 by Theobald Mathew, a Capuchin friar-generally known as Father Mathew. Under his influence, branches the organization spread throughout Ireland, though it was badly disrupted by the Great Irish Famine of 1846 to 1849. Father Mathew also travelled in England and Scotland (1842) and in the United States (1849 to 1851) to preach temperance. It is estimated that 7,000,000 took the pledge of abstinence under his influence.

Father Mathew began his work in the U.S. in 1849, at which time he was entertained by the President and granted a seat within the bar of the Senate and on the floor of the House. Only one foreigner, General Lafayette, had previously been given that honor. He was also lauded on the occasion by famous statesman Henry Clay.

Father Mathew spent two and one-half years in the U.S., traveled 37,000 miles, visited 25 states, administered the temperance pledge in over 300 cities and towns.

The Knights of Father Mathew organization in the U.S. was established in St. Louis, Missouri, on 26 April, 1872. In 1881, it added life insurance as a benefit available to members.

Chapters or "councils" were permitted to organize branches of Catholic women that were called "Ladies' Auxiliaries of the Knights of Father Mathew." The Ladies' Auxiliaries were especially active in promoting temperance among children. Both the Knights of Father Mathew and the Ladies' Auxiliaries of the Knights of Father Mathew became affiliated with the Catholic Total Abstinence Union of America in 1895.

In the R. L. Polk Carbondale Directory for 1912, p. 31, we find the following listing of Temperance Societies:

R. L. POLK & CO.'S CARBONDALE DIRECTORY 1912

CARBONDALE DIRECTORY 1912

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TEMPERANCE SOCIETIES.

Knights of Father Mathew—Meets first and third Sundays in St Rose Hall. E J Dougherty, sec.

Pioneer Father Mathew Society—Meets second and last Sunday in St Rose Hall. Matthew Clark, sec.

St Aloysius—Meets second and fourth Monday in St Rose Hall. Andrew Farley, sec.

St Aloysius (Ladies Auxiliary)—Meets first and third Mondays in St Rose Hall. Mary C Devine, sec.

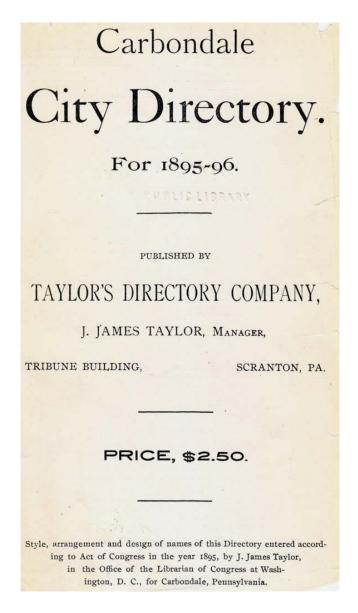
St Joseph's Cadets—Meets second and fourth Sundays in St Rose Hall. Henry Rudenauer, sec.

There are no Temperance Societies listed in the 1927-1928 Carbondale City Directories.

Fraternal and Ethnic Orders and Social Clubs

Fraternal and ethnic orders were numerous in the nineteenth and early-twentieth century in Carbondale and, "after work"/ in their leisure time, a great many men and women became members of these organizations. In doing so, they enhanced significantly the quality of their lives.

We find the following listings for fraternal and ethnic orders in the *Carbondale City Directory* For 1895-96:



SECRET SOCIETIES, BENEFICIAL AND FRATER-NAL ASSOCIATIONS.

Masonic.

Carbondale Lodge, No. 249—Meets on the first Wednesday of each month at Masonic hall. M., John M. Edwards; S. W., J. B. Vannan, Jr., J. W., Henry Carter; treasurer, S. A. McMullen; secretary, H. H. Wilbur.

Eureka Lodge, R. A. M., Chapter 179—Meets on the last Friday of each month at Masonic hall. H. P., Charles Morris; K., S. A. McMullen; secretary, J. B. Vannan, Jr.; treasurer, Robert Carter.

Palestine Commandery, No. 14, K. T.—Meets on the first Friday of each month at Masonic hall. E. C., G. M. Patterson; G., W. H. Hollenbeck; C. J., Henry Carter; recorder, H. H. Wilbur.

International Order of Odd Fellows

→ I. O. O. F.

Lackawanna Encampment, No. 16, I. O. O. F.—Meets second and fourth Fridays of each month 7:30 p. m.. C. P., William Masters; S. W., Henry Myers; J. W., C. F. Masters; H. P., William Hughes; scribe, J. R. Price; treasurer, James Copeland.

Olive Leaf Lodge, No. 156, I. O. O. F.—Meets every Monday evening. N. G., J. B. Shannon; V. G., S. A. Purdy; secretary, J. B. Ridholls; treasurer, J. O. Miles.

Civil War veterans

· Grand Army of the Republic.

William H. Davis Post, 187—Meets second and fourth Wednesdays of each month at I. O. O. F. hall. Commander, E. L. Inch; sr. vice-commander, A. W. Daily; jr. vice-commander, William Blake; quartermaster, John Kelly; adjutant, W. D. Jones; chaplain, A. F. Felton.

William H. Davis Woman's Relief Corps, No. 134.—Meets first and third Wednesdays of each month at I. O. O. F. hall. President, Mrs. William Dilts; sr. vice-president Eva Lowden; jr. vice-president, Nellie Gillis; chaplain, Melissa Newton; secretary, Jennie Lown; treasurer, Adeline T. Estabrook.

Clubs.

Anthracite Social Club

Crescent Social Club Anthracite Social Club—Meets every Tuesday evening at rooms, Belmont. President, . W. Bales; vice-president, William Temple; secretary, J. R. Delvan; treasurer, H. P. Becker.

Crescent Social Club—Meets second and fourth Sunday of each month in rooms, 58 S. Main. President, J. E. Brennan; vice-president, M. F. Moran; secretary, E. L. Boylan; treasurer, J. G. Loftus.

Cross Country Club

Lackawanna Club

Press Club

P. W. Nally Club

Five Irish orders and organizations

Cross Country Club—Organized 1892. President, Albert Crane; treasurer, Albert Rutherford; manager, George Gillis.

Lackawanna Club—Organized 1895. Regular meetings second Friday of each month at rooms in Municipal Building. President, R. D. Stuart; vice-president, W. J. Hamilton; treasurer, R. A. Jadwin; secretary, D. L. Crane; trustees, Edward Clarkson, H. G. Baker, R. D. Stuart, C. E. Spencer.

→ Press Club—Organized 1895. Meets every Sunday in rooms, Opera House Block. President, S. A. Cahoon; secretary, Albert

Gise; treasurer, C. H. Marshall.

P. W. Nally Club—Meets Wednesday evening of each week, 7:30 o'clock at Caledonian hall. President, C. H. DeVere; vice-president, J. P. O'Malley.

→ IRISH ORDERS AND ORGANIZATIONS.

Ancient Order of Hibernians, B. of E., Division No. 3—Meets second and fourth Friday of each month at rooms 47 N. Main. President, W. F. Peel.

Ancient Order of Hibernians, B. of E., Division No. 5—Meets first and third Thursday of each month at Odd Fellows hall,

Salem av. President, Patrick McDonnell.

Catholic Knights of America, Rev. Father Carew Branch, No. 549—Meets first and third Thursday of each month at hall, 53 Salem av. President, Andrew Pidgeon; vice-president, James Gerrity; treasurer, J. F. Maxwell; financial secretary, P. M. Campbell.

Catholic Mutual Beneficial Association, Branch 39. Meets second and fourth Thursday of each month at 47 N. Main. Chancellor, P. J. Collins; president, R. H. Kirwin; first vice-president, B. A. Kelly; second vice-president, Henry Kelly; recording secretary, T. A. Kirkwood; financial secretary, J. H. Conaughton; treasurer, J. F. O'Boyle.

St. Vincent de Paul—Meets each Sunday evening at 7:30 p. m. at St. Rose hall. President, B. A. Kelly; vice-president, W. J. Glennon; financial secretary, M. T. Burke, recording secretary,

P. F. Coogan; treasurer, J. W. Kilpatrick.

In Williams' Scranton Directory for the Year 1892 (J. E. Williams, Publisher, 427 Spruce Street, Scranton, PA), we find the following extensive listing (pp.23-30) of Secret and Beneficial Societies:

p. 23:

SECRET AND BENEFICIAL SOCIETIES.

Masonic.

HIRAM LODGE, No 261, Providence—Meets on the second Thursday evening of each month at their hall, West Market street. Frank L. Taylor, W M.

UNION LODGE, No 291, Scranton—Meets the third Friday of each month at Masonic Hall, cor Penn av and Linden. John Madigan, W M.

PETER WILLIAMSON LODGE, No. 323, Scranton—Meets first Tuesday in each month at Masonic Hall. George Mitchell, W M: B R Wade, sec.

HYDE PARK LODGE, No 339, Hyde Park—Meets third Monday in each month at Masonic Hall, 208 N Main av, West Side. E Bartl, W M: Chas Lanning, sec.

SCHILLER LODGE, No 345, Scranton—Meets the second Monday night of each month at 7 o'clock, at Masonic Hall, Penn av cor Linden. Frank Leithner, W M; Chas S Gilbert, sec.

ACACIA, No 579, F and A M—Meets first Monday of each month at Taylorville, Pa. Andrew Dolcs, W M; James Portius, sec.

KING SOLOMON, No. 584, F and A M—Meets first Monday of each month at their hall at Dunmore. Thomas Sly, W M; Scott Watrous, sec.

LACKAWANNA H R A CHAPTER, No 185, Scranton—Meets second Tuesday night in each month. F L Brown, M E H P; C L Van Buskirk, sec.

B T ANCIENT ACCEPTED SCOTTISH RITE— Meets at 209 Wyoming av Wednesday evenings. John Morris, gen sec.

KEYSTONE LODGE OF PERFECTION, 14°,

Wm Maylin, T P G M—Meets at 115 Wyoming av, first Thursday of each month.

REYSTONE COUNCIL PRINCESS OF JERUSA-LEM, 16°, Cramer Von Storch, M E S P G M—Meets at 115 Wyoming av, Thursday evenings.

KEVSTONE CHAPTER ROSE CROIN, 18, F S Godfrey, M W and P Master—Meets at 115 Wyoming av, Wednesday evenings.

KEYSTONE CONSISTORY, S P R S, 32°, H N Dunnell, Com in Chief, John Morris, gen sec, 517 Linden—Meets 115 Wyoming av, at the call of the Com in Chief.

Cœur de Lion Commandery, No 17, Scranton—Meets the last Wednesday of each month. William L Connell, E C; E L Buck, rec.

Melita Commandery, No 68, Scranton—Meets first Thursday of each month. Josiah T Frear, E C; W L Carr, rec.

MASONIC BENEFIT ASSOCIATION—Edward P Kingsbury, pres; Wm J Lewis, v-pres; Edward C Lynde, treas; Byron R Wade, sec.

MASONIC VETERAN ASSOCIATION, of Northeastern Pennsylvania, meets last Thursday in March, June, September and December at Masonic Hall, Penn av cor Linden st. Edward L. Buck, sec.

I. O. O. F.

ALLIANCE LODGE, No 540, meets every Thursday evening at German Odd Fellows' Hall.

GEEEN RIDGE LODGE, No 603, meets every Thursday evening at Hornbaker's Hall.

3

SLOCUM LODGE, No 976, meets every Saturday evening at Masonic Hall, Hyde Park.

CELESTIAL LODGE, No 833, meets every Monday evening at 111 W Market, Provi-

LACKAWANNA LODGE, No 291, meets every Friday evening at Odd Fellows' Hall, 209-211 Wyoming av.

LINCOLN LODGE No 492, meets every Saturday evening at 112 W Market, Provi-

RESIDENZ LODGE, NO 513, meets every Wednesday evening at German Odd Fellows' Hall, Lack av.

ROBERT BURNS LODGE, No 859, meets Tuesday of each week at German Odd Fellows' Hall, Lack ay.

SILURIAN LODGE, No 763, meets every Friday evening at 702 S Main av, Hyde Park.

GLOBE LODGE, No 958, meets over Monday evening at Harugari Hall, Hyde

JAMES CONNELL LODGE, No 170, meets every Wednesday evening at 632 Cedar av. Charles J Scheuer, sec.

HYDE PARK ENCAMPMENT, No 249, meets on 2d and 4th Wednesday evenings of each month at Masonic Hall.

DUNMORE LODGE, No 816, meets every Wednesday at 8 p m.

CHRISTIAN REBEKAH DEGREE LODGE, No 64, meets 2d and 4th Fridays of each month at G O F Hall.

WANETTA DEGREE LODGE, D R, No 23, meets first and third Thursdays at Odd Fellows' Hall.

ARMIN ENCAMPMENT, No 124, meets first and third Mondays of each month at German Odd Fellows' Hall.

SCRANTONIA ENCAMPMENT, No 81, meets second and fourth Mondays of each month at Odd Fellows' Hall. Israel Ruth, scribe.

PATRIARCHS MILITANT, Department of Pennsylva iia. Headquarters, Coal Exchange, Scranton, Pa. Ed C Deans, Brigadier and commander; Major S Y Haupt, ass't adjt general; Major E T Davis, ass't inspector general; Captain W J Parmalee, aid-de-

PATRIARCHS MILITANT, Scranton, No 4, meet every second and fourth Thursday of each month at Odd Fellows' Hall.

Ancient Order Knights of the Mystic Chain.

HYDE PARK CASTLE, No 38, meets every Tuesday evening at Co-operative Hall. O Singer, sec.

SCRANTON CASTLE, No 168, meets every briday evening at A O U W Hall. Alfred J Lehrle, sec.

A. P. A.

EAGLE LODGE, No 107, meets at Co-opera-tive Hall first and third Saturdays of each month.

Knights of the Black Cross.

LINCOLN CAMP, No 1, meets every other Wednesday evening at Noakes Hall. Benjamin F Burgett, pres; E S Tillman, sec.

NATIONAL CAMP, meets at Noakes Hall. Rev Richard Tanner, natl pres: Dr H N Dunnell, natl sec, 231 Franklin av.

Knights of Pythias.

PA NOO-KA LODGE, NO 308. Providence, meets on every Friday evening at Osterhout Hall. Joseph E Patch, sec.

HYDE PARK LODGE, NO 306, Hyde Park meets every Friday evening at Masonic Hall. Evan J Williams, sec.

FARVIEW LODGE, meets every Friday night at Petersburg. George Pabst, sec.

ELECTRIC CITY LODGE, No 313, meets every Friday evening at 1610 Washburn. Eli J Davis, sec. Lock box 395.

PATAGONIA LODGE, No 326, meets every Thursday evening at Evan's Hall, Hyde Park. Edmund Davies, 1125 Eynon. ROARING BROOK LODGE, No 401, meets

every Wednesday evening at Hulbert's Hall. David Brown, sec.

SCRANTON LODGE, NO 263, meets every Tuesday evening at Odd Fellows' Hall. Martin Joyce, sec, 516 Twenty-third street.

SUBURBAN LODGE, No 333, meets every Saturday evening at Lucis Hall, Green Ridge. B Williams, sec, 424 E Market st.

WILLIAM B WILLIAMS, No 49, (UNI-FORMED RANK), meets every Wednesday in Armory, Hyde Park. John Lewis, capt.

H N DUNNELL DIVISION, NO 47, (UNIFORMED RANK), meets every Thursday night. J M Kohnstamm, recorder.

B. P. O. of Elks.

SCRANTON LODGE, No 123, J R Cohen, R R: W A Raub, E L K: James Moir, Jr, E L K: E Zizelman, sec. Meets every Monday evening. Rooms, 121 Wyoming av.

A. O. U. W.

Meets every Monday in A O U W Hall, 419 Lack av. W F Loftus, recorder.

Improved Order Heptasophs.

SCRANTON CONCLAVE No. 117, meets second and fourth Wednesday evenings of each month, 134 Wyoming av, at 7:30 o'clock. J S Miller, sec.

PROVIDENCE CONCLAVE, NO 195, meets second and fourth Thursdays in 111 W Market st. A B Munn, sec.

GREEN RIDGE CONCLAVE, No 199, meets first and Third Monday of each month at Capouse av, cor Marion. M M Bennett, sec.

WEST SIDE CONCLAVE, NO 211, meets second and fourth Priday evenings of each month at Clark's Hall, Main av. Herbert L Taylor, sec.

ROARING BROOK CONCLAVE, NO 214, meets first and third Thursday of each month

at Freuhan's Hall, Cedar av. EG Coursen,

Carpenters' Union.

Meets every Friday evening at Co-opera-tive Hall, Hyde Park. Owen Singer, scc.

Knights of Labor.

Meets first and third Tuesday evenings at Odd Fellows' Hall.

STATIONARY ENGINEERS' ASSEMBLY, NO 88, meets every first and third Friday of each month at Co-operative Hall, Hyde Park.

PROTECTION ASSEMBLY, No 222, meets every Monday evening in Noakes Hall, cor Spruce and Franklin av.

DISTRICT OFFICERS OF D 16, D J Campbell, M W; M T Burke, R S.

VULCAN ASSEMBLY, No 3824, meets every Thursday evening at Noakes Hall, cor Spruce and Franklin av.

PAINTERS' AND DECORATORS' UNION, meets first and third Thursday evenings at Hulbert's Hall, 117 Wyoming av. Chas E Grant, sec.

STONE CUTTERS' UNION, meets alternate Friday evenings over Hulbert's music store, 117 Wyoming av.

BRICKLAYERS' AND MASONS' INTERNA-TIONAL UNION, Meets alternate Friday evenings at Hulbert's Hall, 117 Wyoming av.

MACHINISTS' ASSEMBLY, No 6233, Meets every alternate Monday night at Hulbert's Hall, 117 Wyoming av.

BOILERMAKERS' AND BLACKSMITHS' UNION, No 8649, Meets every Thursday night at Hulbert's Hall, 117 Wyoming av.

Typographical Union,

No 112, Meets second Sunday afternoon of eachtmonth at 431 Lack av. M R Stone, rec sec, P O Box, 161.

A. O. H.

Division No 3, meets alternate Monday evenings at Raub's Hall, 134 Wyoming av. Wm Dawson, pres; T A McGouldrick, sec.

I. O. B. A.

Scranton City Lodge, meets second Sun-day of each month at Odd Fellows' Hall, Lack av. H Goodman, sec.

I. O. Free Sons of Judah.

Jacob Harris Lodge, meets second Saturday evening of each month at Odd Fellows' Hall. Wm Grauman, sec.

Order of the Iron Hall.

Meets every other Monday at Koch's Hall, Linden, cor Penn av.

→ Ivorites.

Meets every other Saturday at Osterhout Hall. John J Evans, see, h 2019 Margaret av.

IVORITE SOCIETY No 2, meets Co-operative Hall second and fourth Monday of each

U. S. B. F.

SCRANTON COUNCIL No 73, meets every alternate Monday eveging at Hulbert's Hall, 117 Wyoming av.

Knights of Golden Eagle.

ELECTRIC CITY CASTLE, No 375, meets at Masonic Hall, 206 N Main av, every Tuesday evening.

LACKAWANNA CASTLE, No 117, meets every Wednesday evening at A O U W Hall.

Knights of Honor.

PROTECTION LODGE No 1727, meets the first and third Monday of each month, at 209 Wyoming av. J D Sherer, F R.

HYDE PARK LODGE, No 1849, meets at 101 N Main av, Hyde Park, second and fourth Monday of each month.

Loyal Knights of America.

GARFIELD LODGE, No 28, meets every Tuesday evening. Isaac S Jones, sec.

KEYSTONE LODGE meets every Thursday evening at Co-operative Hall.

Moulders' and Laborers' Benevolent Association.

Meets third Saturday evening of each month over Hulbert's music store, 117 Wyoming av.

A. P. A.

EAGLE LODGE, No 107, meets at Co-operative Hall, Hyde Park, the first and third Saturdays of each month. Jno T Jones, sec.

Morning Star, No 79, meets first and third Wednesdays, Rogers' Hall, Providence. R. R. Williams, sec.

SCRANTON, No 89, meets every first and third Wednesday, Raub's Hall. L E Davis,

STAR OF HOPE, No 109, meets every second and fourth Wednesday, 702 S Main av, Hyde Park. J R Jones, sec.

Miners' Union.

Meets first Wednesday evening after pay day, Hornbacker's Hall, Dickson ay.

Scranton Schwaben Verein.

Pres. S Straub; sec, Wm Wachter. Meets first and third Sunday of each month at Storr's Hall, Alder, cor Pittston av.

Scranton Glassblowers' Union.

Meets first and third Thursday evenings of each month at Hornbaker's Hall, Dickson

Improved Order of Red Men.

G C of R, Charles C Conley, 929 Race st, Philadelphia. Office open from 2 to 5 on Monday, Wednesday and Friday afternoons, and Friday evenings.

BALD EAGLE TRIBE, No 102, meets on first and third Friday of each month at Harugari Hall, Hyde Park, at 7th sun, 30th breath. All true Red Men invited.

friendly society which conducted its business exclusively in Welsh. The order was established "to

The Philanthropic

Ivorites was the only

Order of True

26

MINGO TRIBE, No 124, meets every first and third Thursday night at Co-operative Hall, Hyde Park.

NAY-AUG TRIBE, No 140, meets every Tuesday evening at Odd Fellows' Hall, 419 Lackawanna av and works in the German language. John Fickus, C of R.

NAVAJO TRIBE, No 105, I O R M, meets every Thursday evening at French Roof Hotel, 1610 Washburn st, Hyde Park.

PA-NOO-KA TRIBE, No 141, meets at Har-ugari Hall, Main av, Hyde Park, first and third Wednesdays of each month. Lewis Hancock, C of R.

TANNALUKA TRIBE, No 72, meets first and third Thursday evenings, Osterhout's Hall, Providence. J A Wilson, C of R.

POCONO TRIBE, No 230, meets every Thursday evening. A O W Hall.

ORONOKO COUNCIL, No 24, D of P, meets

in Providence.

TAMMANY COUNCIL, No 8, D of P, meets in Hyde Park.

HIAWATHA COUNCIL, No 26, D of P, meets second and fourth Friday evenings, 134 Wyoming av.

United Order Red Men.

CHERUSKER TRIKE, No 194, meets first and third Priday evenings at German Odd Fellows' Hall.

Locomotive Engineers.

SAMUEL SLOAN DIVISION, No 276, B L E, meets second and fourth Sundays at 2 p m. F A E, J R Troch, 613 Gibson.

MRS W F HALLSTEAD LODGE, No 82, Auxiliary to Samuel Sloan Division, No 276, B L E, meets every 2d and 4th Wednesday af-ternoon at 2 o'clock. Mrs Merritt Gardner, pres; Mrs Willard Lanning, sec; Mrs Wm Yohe, tres.

Locomotive Firemen.

ACMR LODGE, No 228, meets first and third Sunday of each month at G A R Hall. W H Brutzman, sec, 329 Franklin av.

Order Railroad Conductors.

Lackawanna Division, No 12, meets in German Odd Fellows' Hall, second and Fourth Sundays of each month. John Renchler, sec and tres.

B. of R. R. Brakeman.

LACKAWANNA LODGE, No 95, meets second and fourth Sunday of each month at GAR Hall. RC Chumard, sec.

Sons of St. George.

HYBE PARK LODGE, No 301, meets second and fourth Thursday of each month at Masonic building, 206 N Main av.

ST GEORGE'S LODGE, No 1, meets alternate Tuesday evenings at Koch's Hall, Penn av, cor Linden.

A. O. of Foresters of America.

CENTENNIAL COURT, No 6181, meets at Co-operative Hall, Hyde Park, the second and fourth Thursday evenings of each

COURT PRIDE of LACKAWANNA, No 5793, meets at Masonic Hall, Hyde Park, first and third Wednesday evenings of each month.

COURT KEYSTONE LEADER, No 5424, meets first and third Monday nights of each month at 702 S Main av. John James, sec,

COURT ROBIN HOOD, No 5855, meets first and third Thursday nights of each month at Osterhout Hall, Providence. E. Fidler, sec, 213 William.

COURT ALBION, No 7066, meets every alternate Saturdays at 7:30 pm, at Odd Fellows' Hall. Wm York, sec.

COURT ETHAN ALLEN, No 7382, meets at Good Templar Hall, Green Ridge, at 7:30 pm, every alternate Wednesday. T Hills, sec, 1515 Meylert av.

COURT PRIDE OF DUNMORE, No 7617, meets at I O O F Hall, Dunmore, Thursdays. W Wheatcroft, sec, Box 320, Dunmore.

West Side Circle Companion Lodge, meets at Co-operative Hall, first and third Thursdays of each month.

A. O. of Jr. Foresters.

Meets first and third Tuesday evenings at Hulbert's Hall, 117 Wyoming av

COMPANIONS OF THE FOREST LODGE, NO 59, meets every alternate Tuesday evening at Hulbert's Hall, 117 Wyoming av.

Gp'e Mazzini Society.

Meets first Sunday in every month at Knights of Pythias Hall, Penn av, cor Lin-den. John Costa, pres.

Vittorio Emanuel Military Society.

Mccts first Sunday in every month at Knights of Pythias Hall. F M Famiglietti,

C. M. B. A.

BRANCH 35, meets first and third Fridays of each month at Windsor Hotel. J C Me-Andrews, sec.

C M B A BRANCH, No 85, meets second and fourth Tuesday evening of each month at Pharmacy Hall. M J Donahoe, rec sec

BRANCH 44, meets second and fourth Wednesday evenings at Harugari Hall. Anthony J Martin, sec.

Order of Free Smiths.

Meets every Wednesday evening at Hul-bert's Hall, 117 Wyoming av.

Royal Arcanum.

SCRANTON, No 923, meets every second and fourth Thursday of every month at Windsor Block. E Evans, sec.

LACKAWANNA, No 1133, meets first and

Four railroad lodges were among these "secret and beneficial societies" in

Scranton

Ancient Order of

America: In 1874 the

Canadian branches set up the Independent

Foresters. Candidates

looking to be admitted

Foresters of

American and

Order of the

Patriotic Order Sons of America:

a progressive, popular, and influential patriotic organization. Today the order opens its membership up to "all native-born or naturalized American male citizens, 16 years and older, who believe in their country and its institutions, who desire to perpetuate free government, and who wish to encourage a brotherly feeling among Americans, to the end that we may exalt our country, to join with us in our work of fellowship and love."

third Wednesdays of each month at Co-operative Hall. A E Vorhis, sec.

P. O. S. of A.

LACKAWANNA COMMANDERY, No. 37, BLUE DEGREE, meets every first and third Monday at Jr O U A M Hall. E E Affleck, commander; Charles Westfall, scribe.

WASHINGTON, No. 175, meets every Thursday evening at 134 Wyoming av. E R Bonn,

CLERK'S CAMP, 175, meets every Thursday evening at Raub's Hall. J. Keith, sec.

CAMP 177, meets every Wednesday evening at Osterhout Hall. E. L. Benjamin, sec.

CAMP 178, meets every Thursday evening at Harugari Hall, Hyde Park. J T Granacher.

CAMP 242, meets every Wednesday evening at I O O F Hall, 209 Wyoming av. Jno Scheuer, sec.

CAMP 333, meets every Wednesday evening at Co-operative Hall, Hyde Park. L. Schoen, sec.

CAMP 342, meets every Friday evening at Oak Hall, Green Ridge. T B Jackson, sec.

CAMP 430, meets every Monday evening at Freuhan's Hall. E Brown, sec.

P. O. of T. A.

INDEPENDENCE CAMP, No. 57, meets at Masonic Hall, Hyde Park, every Tuesday evening.

Tonti.

ANTHRACITE LODGE, No 143, meets second and fourth Monday each month at 431 Lackawanna av. S W Roberts, sec.

HYDE PARK LODGE, No 161, meets second and fourth Friday of each month at Morgan Hall. George Eynon, sec.

SUBURBAN LODGE, NO 153, meets alternate Tuesdays at *Register* office, 1912 N Main av. J U Hopewell, sec.

SOUTH SIDE LODGE, No 432, meets second and fourth Thursday of each month in Freuhan's Hall. John Scheuer, Jr., sec.

O. U. A. M.

SCRANTON COUNCIL, No 229, meets every

second and fourth Wednesday evening of cach month at Jr O U A M Hall. DJ Newman, sec.

NAY-AUG COUNCIL, No 344, meets every Tuesday evening at Co-operative Hall, Hyde Park.

GARFIELD COUNCIL, No 354, meets every Saturday evening at Green Ridge. G R Constantine, sec.

Jr. O. U. A. M.

Moses Taylor Council, No 151, meets in Jr O U A M Hall every Tuesday evening. J J Acker, sec.

CENTENNIAL LODGE, No 29, meets first and third Sundays in each month, at 2 o'clock p m, at German Odd Fellows Hall.

JR O U A M, LODGE 497, meets every Monday evening at Co-operative Hall.

G. A. R.

LIEUT EZRA S GRIFFIN POST, NO 139, meet every Friday evening at 334 Lackawanna av. Moses Morey com; Samuel Gress, sen v-com; W F Albro, jun v-com.

LIEUT EZRA S GRIFFIN WOMAN'S RELIEF CORPS, NO 50, meets every Thursday evening at Griffin Post Hall, 334 Lackawanna av. Mrs Maria Allen, pres; Mrs Susie F Loomis, sec; Mrs Ehraline Burgess, tres.

Cor, WM N MONIES POST, No 139, meets every other Tuesday evening. George Taylor, com; S I Phillips, sen v-com; James Stone, jun v-com; Lewis Hancock, q m.

LADIES OF THE G A R CIRCLE, No 19, meet at A O U W Hall every other Tuesday of each month. Mrs A E Scull, pres; Maggie Watkins, sen v-pres; Mrs Lizzie Rogers, jun v-pres; Mrs F J Hadsell, tres; Mrs M D Roche, sec.

Sons of Veterans.

LIEUT EZRA S GRIFFIN CAMP, No 8, W E Cahoon, capt; George E Gardner, 1st sergt, meets every Tuesday evening at G A R Hall, over First National Bank, Lackawanna av.

Veteran Soldiers' Association.

Meetings second Wednesday of each month at Fuller's Hall, No 402 Lackawanna av. P DeLacy, pres; Fred J Amsden, 1st v-pres; J A Price, 2nd v-pres; John T Howe, rec and cor sec; John Sanford, tres.

MISCELLANEOUS.

Associations, Societies, Clubs, Etc.

ACME ORCHESTRA, meets every Thursday evening at 501 Cedar av. William Boyer, mgr.

ARLINGTON CLUB, 1810 Wayne av.

ASSOCIATION OF THE 143D P V, P DeLacy, pres, 860 Capouse av; J Hiram Campbell, Beech Haven, sec; Maj M L Blair, tres. The association meets annually.

BUTCHERS' PROTECTIVE ASSOCIATION, meets second Tuesday at 134 Wyoming av. T E Carr, pres; Henry Armbrust, tres; Thos Walton, sec.

CATHOLIC KNIGHTS UNION, meets every Sunday at Co-operative Hall.

C T A UNION, of the Diocese of Scranton, meets third Wednesday in May. Rev P J

A Scottish club

A Welsh society

McManus, pres; D J McCarty, v-pres; J M Mack, sec, Luzerne, Pa; J A Collier, tres.

IRISH CATHOLIC BENEVOLENT UNION, meets at Co-operative Hall first and third Friday of each month.

CALEDONIAN CLUB, meets first and third Monday of each month at 117 Wyoming av. James Drummond, chief; James McCracken, first chieftain; John Blyth, second chieftain; John K Lambie, third chieftain; Douglas Harvey, fourth chieftain.

CARANO D' ITALIA SOCIETY, meets every first and third Sunday of each month, 103 Lackawanna av. Frank Cittadino, sec.

VICTOR EMANUEL BENEFIT SOCIETY, meets 103 Lackawanna ay first Sunday of each month. Frank Carlucci, pres; J Pirro, tree

CYMRODORION SOCIETY, of Scranton, Reese G Brooks, pres; Rev J W Williams, v-pres; T R Hughes, sec; T H Jones, tres. The object of the society is to celebrate St David's day, and to perpetuate ancient Welsh customs among the Welsh residents of the valley and their descendents.

Central, Democratic Club, 421 Lackawanna av. F M Vandling, pres; George S Horn, first v-pres; Wm Robinson, second v pres; C C Donovan, sec; L J Williams, fin sec; A J Casey, treas; Frank Thompson, marshal; chairman ex com, Charles Robinson. Number of members, 160.

CENTRAL REPUBLICAN CLUB, meets the second Monday of each month at 402 Lackawanna av. Officers: E P Kingsbury, pres; H E Paine, v-pres; W S Millar, sec; W Gaylord Thomas, tres. Chairmen of committees: Finance, E N Willard; membership, C E Chittenden; campaign, Hon L A Watres. Number of members, 136.

DEBORAH HEBREW LADIES' BENEVOLENT SOCIETY, meets at the Jewish Synagogue monthly. Mrs R Levy, sec.

D L & W MUTUAL AID ASSOCIATION, meets first and third Sundays of each month at 2 p m in Co-operative Hall, Hyde Park. W H Coon, pres; Wells Bortree, v-pres; Chas Haag, financial sec.

EASTERN STAR SOCIETY, LADY WASH-INGTON LODGE, meets second Monday of each month at Masonic Hall, Hyde Park.

EXCRISION SOCIAL CLUB, meets second Wednesday of each month at 225 Wyoming av. William Moses, sec.

GENERAL RELIEF ASS'N, organized 1890, meets in vestry room of Synagogue, Linden st. Rev William Loewenberg, pres; Mrs J R Cohen v-pres; Mrs Sam Samter, treas; Mrs Martin Simmons, sec.

Farther Mathew Societies.

ST MARY'S, meets first and third Sunday of each month at St Mary's Hall. James Loftus, sec, 530 W Market.

FATHER WHITTY VOUNG MEN, meets first Sunday of each month at St Mary's Hall. JJ McGuire, sec, 334 W market.

ST PAUL PIONEER CORPS, meets second

and fourth Sunday of each month at Mears Hall. M J McAndrew, sec, 119 Fairview.

FATHER MATHEW (H P), meets second and fourth Sunday of each month. Harry Gallagher sec, 301 Meridian.

ST PETER'S, meets second and fourth Sunday of each month at Golden's Hall. P F Calpin, sec.

ST JOHN'S (South Side), meets first and third Sunday of each month at St John's Hall. James Cullen, sec, 519 Orchard.

ST PATRICK'S, meets first and third Sunday of each month at St John's church. Daniel J Kelley, sec, 1407 Pittston av.

ST PAUL'S, meets second and fourth Sunday of each month Thomas J Madden, sec, Nay-Aug av, cor Meylert

ST LEO'S (H P), meets first and third Sunday of each month. Wm Gibney, sec

ST VINCENT DEPAUL'S BENEVOLENT SOCIETY, meets at College Hall. Thomas Hoban, pres; Mary Doyle, sec; Mrs R Kelley, tres; Kate Marr, fin sec.

Miscellaneous.

BAUER'S BAND, meets every Tuesday and Friday evening, at 117 Wyoming av. Prof R J Bauer, musical director.

GERMANIA BAND, meets every Monday and Friday evening at Germania Hall, 502 Cedar av. Prof Jacob Guth, leader.

GERMANIA KRANKEN UNTERSTUTZUNGS VEREIN, meets first and third Wednesdays of every month at Germania Hall, 502 Cedar av. Theodore Hess, sec

GERMANIA ORCHESTRA, meets ever Wednesday evening at 502 Cedar av. Jacob Guth, leader.

GRUTLI VEREIN, meets every second Sunday of each month at Germania Hall, 502 Cedar av.

HIGH SCHOOL ALUMNI ASSOCIATION, J M Harris, pres; Miss Annie Chase, v-pres; Miss Minnie Phillips, sec; Miss Fannie Raub, tres.

Hyde Park Wrish Philosophical, Society and Reading Room, meets every Saturday evening at No 121 S Main av, Hyde Park E P Davies, pres; George Howell vpres; Evan P Davies, ree sec; T Davies, tres; T R Hughes, cor sec, 224 N Bromley av; C W Evans, Librarian. Reading room open from 7 to 9 p m every day except Sundays.

JOHN MITCHELL CIUB, meets the first and third Sundays of each month at Raub's Hall, Wyoming av. J C Vaughan, pres; William Dawson v-pres; T C Jordan, sec: John J Quinan, tres.

Quinan, tres.

LACKAWANNA ART ASSOCIATION, officers elected June 26, 1890: Hon E H Ripple, pres; Mrs J A Robertson, A D Holland, v-pres; Mrs Dr H Pennypacker, rec sec; Mrs Leila Gilmore, cor sec; Mrs J D Clark, tres. Directors, W T Smith, Mrs W H Perkins, Mrs Geo Dickson, Mrs E W Weston, Mrs C L Frey. Advisory Board, Miss Laura Stearns, Miss Jennie Brownscomb, Hones-

Hyde Park Welsh Philosophical Society and Reading Room

"Farther [sic] Mathew Societies" in Scranton in 1892 dale; Miss S C Pennypacker, Philadelphia; Mrs George Starkey, Miss Carolan Minshall.

Lackawanna Institute of History and Science, founded 1886. Rooms in third story of Court House. Regular meetings second Tuesday of each month. J A Price, pres; D N Green, 1st v-pres; Alex W Dickson, 2d v-pres; J H Fisher, rec sec; W A Wilcox, cor sec; G W Phillips, treas. Trustees, J A Price, A W Dickson, D N Green, Dr I, M Gates, G W Phillips, B H Throop, E B Sturges and Herman Osthaus. Trustees meet Thursday before the second Tuesday in each month at sec's office, 421 Lackawanna av.

LACKAWANNA COUNTY AGRICULTURAL SOCIETY, room 27, Library building. Incorporated May 17, 1881. Capital, \$15,000. Officers: F H Jermyn, pres; G H Jessup, sec; I. R Fowler, tres. Board of Directors, F L Crane, H H Colvin, D M Jones, J W Garney, J M Kemmerer, J H Kelly, R J Black, Dr G E Hill, Alfred Harvey, J N Graves.

Lackawanna

County Agricultural

Society

PLATT DEUTCHEN KRANKAN UNTER-STUTSUNG VEREIN, meets every second and fourth Tuesday of every month at 1403 Prospect av.

LACKAWANNA LAW AND LIBRARY ASSO-CIATION, Court House. Incorporated March 15, 1890. Capital, \$8,400. È N Willard, pres; Herman Osthaus, sec; J H Torrey, tres.

NORTHEASTERN PENNSYLVANIA CAR SER-VICE ASSOCIATION, 30 Commonwealth building. A G Thomason, mgr.

PRNNSYLVANIA ORAL SCHOOL FOR THE DEAF, Jefferson av cor Electric av. Organized 1884. Alfred Hand, pres; Wm Connell, v-pres; Henry Belin, Jr, sec and tres. Directors, Hon Alfred Hand, Rev S C Logan, C H Welles, Hon F W Gunster, Wm Connell, W T Smith, Henry Belin, Jr, L A Watres, E B Sturges, B G Morgan, R J Mathews, Jno Jermyn, Jno B Smith, Rev Thos F Coffey, Jas Archbald, Thos Ford, S Hines, A H Dickson. Miss Mary B C Brown, prin.

PHILANTHROPIC SOCIETY, WILLIAM PENN LODGE, meets Co-operative Hall second and fourth Wednesdays of each month.

PIUS BENEFICIAL SOCIETY, meets at St Mary's German Catholic Church Hall first Sunday of each month. Peter Robling, Jr, pres; Frank J Woelkers, sec.

PRESS CLUB, 406 Spruce.

PROHIBITION LEAGUE, meets every Thursday evening at Liberty Hall. Pres, A G Thomason

PROHIBITION (NATIONAL) PRESS BUREAU, Liberty Hall building. Tallic Morgan, mgr.

S M AID ASSOCIATION, Peter Roche, master; Harry Bird, v-master; John Swartz, fin sec; Louis A Owens, sec. Meets first and third Sundays of each month at 2 p m, German Odd Fellows' Hall.

SCRANTON BICYCLE CLUB, organized 1880. H C Wallace, pres; B P Connolly, v-pres; C A Godfrey, sec; E Healy, tres: F A Havens, capt. Meets second Thursday of each month at 545 N Washington av.

SCRANTON GRUETLI VEREIN, meets second Sunday of each month at Germania Hall. Rudolph Steffen, pres : Andrew Kehite, sec : Henry Frey, tres.

SCRANTON LIEDERKRANZ, meets every Tuesday and Friday night at Music Hall, rear of 213 Lackawanna av. Conrad Schreeder, pres: F A Bartl, sec: F F Kopff, musical director

SCRANTON BARTENDERS' ASSOCIATION, 310 Spruce st. George Kerl, sec.

SCRANTON BRANCH OF THE JEWISH AL-LIANCE OF AMERICA, meets quarterly in the vestry rooms of Linden st Synagogue.

SCRANTON HOMOEOPATHIC CLINICAL CLUB meets first and third Tuesday of each month. C Wesley Roberts, pres. F W Lange, sec.

SCRANTON MEDICAL CLUB, P F Gunster, pres: M Z Albro, sec and tres.

SCRANTON MUTUAL AID ASSOCIATION, office, 311 Spruce. Incorporated 1870. I, M Bunnell, pres; John Faurot, v-pres; L D Vickery, see and tres.

SCRANTON PUBLIC LIBRARY, Albright Memorial Building, Washington av, cor Vine, organized February, 1891. Hon Alfred Hand, pres; Wm T Smith, v-pres; Henry Belin, Jr, tres. Regular meetings of the Board, 3d Tuesday each month, 3 p m; annual meeting, 3d Tuesday in January.

SCRANTON QUARTETTE CLUB, meets at Germania Hall, 502 Cedar av, every Saturday afternoon. Musical Director, Charles Saft, 327 Penn av.

SCRANTON ROWING ASSOCIATION, club house 401 Wyoming av. Charles E Chittenden, pres; G B Jermyn, H Belin, Jr, and J Kemmerer, v-pres; W M Dickson, social mgr; Edward E Chase, fin see: W E Anderson, see: Chas W Gunster, tres. Organized 1874: incorporated 1889: regular meetings third Saturday of each month.

SCRANTON UNDERWRITER'S ASSOCIATION, F I. Hitchcock, pres: John G McAskie, sec: John M Hughes, asst sec, 13 Commonwealth building

ST PETER'S BENEVICIAL SOCIETY, meets at St Mary's German Catholic Church Hall, Hickory, n Cedar av. Fred Schwartz, pres; Herman Senker, sec.

TWILIGHT SOCIAL CLUB, 111 S Main av.

VESPER LITERARY ASSOCIATION, rooms in Penn av Baptist Church, meets every Monday evening J Watson Bowning, pres: Fred M Kohler, sec: Z M K Fulton, tres.

West Side Social Club, 111 S Main av. S P C A, Lackawanna Branch of the Pennsylvania Society for the Prevention of Cruelty to Animals B H Throop, M D, pres: Rev N F Stahl, first v-pres: Mrs E B Sturges, second v-pres: Mrs Henry Belin, Jr, third v-pres: Mrs Wm Silkman, fourth v-pres: J H Fisher, see and tres Mgrs for 3years: J A Price, J M Kemmerer. Two years: R T Black. One year: W W Winton, S M Reese. Brooks A Bass and Joseph P Sanborn, special officers. Office, 321 Lackawanna av. Board of Managers

A German organization

meet the third Tuesday evening of each month. The work of this society covers Lackawanna county.

WCTU, Rooms 201 N Washington av, open every day, meets every Tuesday at 3 30 pm. Mrs C D Simpson, pres: Mrs Dr Haud, v-pres: Mrs M E Whitmore, rec sec: Mrs Elmer M Tewksbury, cor sec: Mrs Arja Williams, tres

Voung Women's Christian Association, of Scranton, incorporated March 18, 1890, No 205 N Washington av, opposite the Court House, branch rooms on Cedar av, cor Brook st. Rooms open every day Regular meeting of the members of the Association is held the second Wednesday of each mouth at 4 p m. Regular meeting of the Board of Managers, the first Wednesday at 10 a m. Board of Managers: Mrs L M Gates, pres: Mrs E H Ripple, v-pres: Mrs C B Derman, see: Mrs J L Stelle, tres: Mrs A E Hunt, Miss S C Krigbaum, Mrs R J Matthews, Mrs W II Storrs, Mrs Wm Hanley, Mrs W D Kennedy, Mrs C B Scott, Mrs C B Derman, Mrs Wm Connell: Bertha Macurdy, gen see: gymnasium director, Miss Della Evans.

STATE EXECUTIVE OFFICE of V W C A of Pa, 205 N Washington av Mrs H M Boies, pres: Miss Plorence Colvin, cor sec: Miss Mary Hackett, tres: Miss Hattic Dyer, state

R R DEPARTMENT YOUNG MEN'S CHRISTIAN ASSOCIATION, 55 Lackawanna av. A N Wylie, see: J D Nauman, asst see Executive com: George M Hallstead, chairman, George M Hallstead, E K Crothamel, J H Smith, A C Caryl, W T Ace, W F Curry, C P Ashciman

YOUNG MEN'S HEBREW EDUCATIONAL, SOCIETY, meets first and fourth Sunday of each month at Vestry Room of Hickory st Synagogue S Weiss, see

Young Men's Christian Association, organization for 1892-3. William J Hand, pres; A B Williams, first v-pres; W G Parke, second v-pres; H C Shafer, tres: William A Wilcox, ree sec: Prof Bemies, phys dir: George G Mahy, gen sec. Trustees, William Connell, chairman: H M Boies, tres: Alfred Hand, James Blair, F S Moffatt, E B Sturges, W R Storra. Board of Directors, W J Hand, A W Dickson, H M Boies, A B Williams, C P Ashelman, Thos T Horney, II M Streeter, H C Shafer, W G Parke, W A May, R J Williams, W A Wilcox.

WOMAN'S AUXILARY, Mrs Laton S Oakford, pres: Mrs E K Crothamel, first v-pres: Mrs C T F Barnard, second v-pres: Mrs I F Megargel, see: Mrs A E Saxton, tres. Executive Committee, Mrs A M Decker, Mrs A H Coursen, Mrs James Merrill.

Young Men's Institute, No 134, meets at St Thomas' College, Wyoming av, near Linden. Robert Murray, pres: M J O'Toole,

sec: W A Gallagher, tres: D P Murray, cor sec: Thomas J Murphy, fin sec: Hon M F Sando, chairman ex com.

RESCUE MISSION, III Franklin av. Mrs Franc T Vail, sec.

Hospitals, Homes, Dispensaries.

HOUSE OF THE GOOD SHEPHERD, Mother Mary of the Sacred Heart, superior, 2141 Rockwell pl.

LACKAWANNA HOSPITAL, Franklin av cor Mulberry, J P Dickson, pres: E C Fuller, tres: J George Eisele, sec: D A Capwell, MD, res phy and supt: Directors, Alfred Hand, J P Dickson, W T Smith, C W Roesler, E C Fuller, John F Snyder, J George Eisele, Executive Committee, C W Roesler, John F Snyder, J George Eisele, W T Smith and J P Dickson. Board of Physicians, J L Rea, A J Connell, H V Logan, C L Frey, G E Dean, W W Ives, William K Dolan, L M Gates, L H Gibbs, H D Gardner, P F Gunster, W G Fulton.

ST JOSEPH'S FOUNDLING HOME, 846 Jefferson av, Rev PJ McManus, pres: Mrs R H Fitzgerald, v-pres: Mrs Sando, rec sec: Mrs Anna Cusick, fin sec: Mrs Gunster, treas. Board meets the second Wednesday in the month at St Cecelia Hall.

ST PATRICK'S ORPHAN ASYLUM, 1425 Jackson st Sister Mary Francis, local superior: Right Rev Bishop O'Hara, pres: Rev Peter Christ, tres: Rev James B Whelan, sec.

SCRANTON FREE DISPENSARY, 215 Linden, open from 3 to 5 p m daily, for treatment of worthy poor. Drs J Burnett, L. L. Whelau, H D Gardner and P F Gunster, S M Ward, staff of physicians.

THE MOSES TAYLOR HOSPITAL, Quincy av bet Pine and Gibson. Win F Hallstead, pres: E S Mossat, see and tres. Directors, C F Mattes, W R Storrs

The Society of the Home for Friendless Women and Children of the City of Scranton, 725 Adams av. Officers, 1892, Mrs G I, Dickson, pres: Mrs J A Robertson, v-pres: Mrs W H Perkins, chief mgr: Mrs W D Kennedy, rec sec: Mrs C P Matthews, cor sec: Mrs D Langstaff, tres. Managers, Mrs E S Moffat, Mrs Thomas Dickson, Mrs F W Mason, Mrs W W Winton, Mrs Joseph Ober, Mrs R W Luce, Mrs J Genter, Mrs C B Scott, Mrs F M Spencer, Mrs W A Picrson, Mrs H A Masser, Mrs N Y Leet, Mrs J I, Stelle, Mrs J R Fordham, Mrs A E Hunt, Mrs C B Penman, Mrs W W Watson, Mrs E H Ripple, Mrs S A Brightman, Mrs D E Taylor, Mrs A Hendricks, Mrs Luther Keller, Mrs R G Brooks, Mrs W S Decker. The annual meeting of the Society is held on the first Friday in October. Mrs K Walker, Matron of Home.

There were many fraternal and ethnic orders in 1912 in Carbondale, as we learn from the R. L. Polk & Co.'s Carbondale Directory 1912:

R. L. POLK & CO.'S CARBONDALE DIRECTORY 1912

p.24

See pp. 92-93 for additional information on the Cycle Club.

CLUBS.

N Church, H E Waters pres; H C Bunnell treas and sec.

Craftsman Club—Meets second Tuesday in Masonic Hall, Samuel E Moyer pres; Harry Atno sec, Frank Winton treas.

Lackawanna Club—Anthracite blk. G J Benton, treas. Optimist Club—Leader bldg. James Fox, sec. Rod and Gun Club—Meets Tuesday. T E Lewis, sec.

Rod and Gun Club—Meets Tuesday. T E Lewis, sec. Robert Emmett Social Club—Meets first Sunday in Brown's Hall. T E Devanney, sec.

North End Republican Association—Fifth and Sixth wards. Meets every Tuesday in Gardner's Hall. R J Delevan, pres; O E Histed, vice pres; John U Updyke, sec; H J Gardner, treas.

MISCELLANEOUS SOCIETIES AND ORGANIZATIONS.

- Bricklayers' and Masons' Union No 85—Meets first and third Mondays in Brown's Hall. T A Carpenter, sec.
- C R & B A-Meets second and fourth Tuesdays in Leader Hall. Ella Farrell, sec.
- Carpenters and Joiners' Union No 813—Meets every Saturday in Pioneer Dime Bank Hall. David Jones, sec.
- Central Labor Union—Meets first and third Thursdays in Brown's Hall. J A Collins, sec.
- Coalbrook Powder Keg Fund—Meets first and third Fridays in Brown's Hall.
- Cigarmakers' Union No 439—Meets first Monday in Mc-Tighe's Hall. Wm Held, sec.
- Federal United Association No 443—Meets second and fourth Fridays in Brown's Hall.
- Germania Singing Society—Meets third Sunday in Keystone Hall. Jacob Oppenheimer, sec.
- International Brotherhood of Teamsters No 271—Meets first and third Fridays in Pioneer Dime Bank Hall. John Lewis, sec.
- International Stationary Engineers—Fred Layman, sec. International Textile Workers—Mary McGuire, sec.
- Journeymen Barbers' Union No 249—Meets last Monday evening. Raymond Stone, sec.
- Machinists' Union No 302—Meets first and third Fridays in Cambrian Hall. M F Barrett, sec.
- Masonic Protective Association-Wm Shannan, sec.
- Modern Brotherhood of America—Meets every second Tuesday in F G Watts' Hall. J W Barrett, treas.
- Musicians' Union No 130—Meets first Sunday afternoon in Watt's Hall. Frank States, sec.
- National Association of Letter Carriers, Branch 163— Meets first Monday in Municipal bldg. W B Chase, sec.

MISCELLANEOUS SOCIETIES—Continued.

- National Horseshoers' Association—Meets Salem av cor River first Tuesday of each month. Wm R Bucklev, sec.
- Painters and Paperhangers' No 1048—Meets first and third Wednesdays in Watt's Hall. Z E Curtis, sec.
- St Boniface Society—Meets fourth Sunday in St Rose Hall. Frank Krantz, sec.
- St Joseph's Catholic Mutual Benefit Society—Meets Mondays in Our Lady of Mt Carmel Church. F Talarico, sec.
- St Vincent de Paul Society—Meets second and fourth Tuesday evening at parochial residence. James P Loftus, sec.
- Shield of Honor, Diamond Lodge No 26—Meets every Saturday night, F G Watt's Hall. James Gibbs,
- Society Giovine Italia—Meets third Sunday at 96 Dundaff. Gabriel Pugliano, pres.
- Typographical Union No 239—Meets first Monday in St Rose Hall. W J Kerber, sec.
- United Brewery Workers' Union No 241—Meets second and fourth Thursdays in Brown's Hall. Rupert Kishner, sec.

U M W of A No 61—Charles Jay, sec.

- U M W of A No 844—Meets second and fourth Fridays in St Rose Hall. W J Collins, sec.
- U M W of A No 877—Meets second and fourth Wednesdaps in McTighe's Hall. Wm Corrigan, sec.
- U M W of A No 969—Meets first and third Wednesdays in McTighe's Hall. John Howard, sec.
- C W B L—Meets second and fourth Wednesdays in St Rose Hall. Anna Golden, rec sec.
- Workmen's Children's Death Fund, Branch 203—Martin Hellstrom, sec.
- Workmen's Sick and Death Benefit Fund, Branch 203— Meets fourth Friday in Germania Hall. Martin Hellstrom, treas.

Three Divisions of the Brotherhood of Locomotive Engineers + two Ladies' Auxiliary divisions

> Two Lodges of the Brotherhood of Locomotive Firemen + two Ladies' Auxiliary lodges

SECRET SOCIETIES.

Ancient Order of Hibernians.

Division No 3—Meets first and third Fridays in St Rose Hall. M J Collins, sec.

Division No 5—Meets first and fourth Tuesdays in St Rose Hall. Wm Malloy, sec.

Division No 11—Meets second and fourth Tuesdays in St Rose Hall. Martin Battle, sec.

→ Brotherhood of Locomotive Engineers.

S H Dotter Division No 166—Meets first and third Sundays in Pioneer Dime Bank Hall. Anthony Banks, F A E.

George W West Division No 468—Meets second and fourth Sundays in Pioneer Dime Bank Hall. Grant Wadsworth, F A E.

John Wonderly Division No 722—Meets first and third Sundays in Leader Hall.

LADIES' AUXILIARY.

Mrs George W West Division No 276—Meets first and third Thursdays in Review Hall. Mary Grittman, sec.

Union Division No 120—Meets first and third Wednesdays in Cambrian Hall. Mrs Johanna Dimock sec.

→ Brotherhood of Locomotive Firemen.

Carbondale Lodge No 56—Meets first and third Mondays in W E Watt Hall. J R Brown, sec.

Van Bergen Lodge No 62—Meets second and fourth Sundays in W E Watt Hall. J F Barrett, sec.

LADIES' AUXILIARY.

White Rose Lodge No 180—Meets first and third Tuesdays in Cambrian Hall. Mrs Elizabeth Keys, sec.

Progress Lodge No 26—Meets second and fourth Thursdays at 9 Drummond av. Mrs Florence Sperl, sec.

SECRET SOCIETIES—Continued. Brotherhood of Railway Trainmen.

E E Hendrick Lodge No 94—Meets first and third Sundays in Cambrian Hall. J R Thomas, master; Alexander S Hoyle, sec.

LADIES' AUXILIARY.

Faithful Workers' Lodge No 71—Meets first and third Thursdays in Cambrian Hall. Mrs Marjorie Spafford, sec.

Order of Railway Conductors.

Division No 156—Meets second and fourth Sundays in Review Hall. John Maze, sec.

LADIES' AUXILIARY.

Fairview Division No 178—Meets second and fourth Tuesdays in Cambrian Hall. Mrs Mary C Miller, sec.

Catholic Mutual Benefit Association.

Branch 39—Meets second and fourth Thursdays in St Rose Hall. R H Kerwin, sec.

Catholic Knights of America.

Rev Father Carew Branch No 549—Meets first Tuseday in St Rose Hall.

Daughters of America.

Unity Council No 79—Meets second and fourth Fridays in F G Watt's Hall. Albert E Nicol sec.

Daughters of Naomi.

Meets in Pioneer Dime Bank Hall first and third Tuesdays of each month.

Foresters of America.

Court Lily No 50—Meets every first and third Saturday in Review Hall. R J Delevan, sec.

Fraternal Order of Eagles.

Carbondale Aerie No 651—Meets second and fourth Thursdays in Leader Hall. J N Gelder, sec.

Grand Army of the Republic.

William H Davies Post No 187, Department of Pennsylvania—Meets second and fourth Wednesdays in Review Hall, Salem av nr N Main. C O Ellis, commander; T C Davis, senior vice commander; George Hudson jr, vice commander; T T Bowen, adjutant; W B Chase, quartermaster.

William H Davies Women's Relief Corps, No 134— Meets first and third Tuesdays in Cambrian Hall. Mrs Olwyn Evans, pres; Mrs Nellie Gillies, sec;

Jennie Munn, treas.

Order of

Railway

156

Conductors,

Division No.

Improved Order Heptasophs.

Carbondale Conclave, No 392—Meets first and third Tuesdays in Leader bldg. P F Carroll, sec.

Fidelity Conclave, No 130—Meets second and fourth Wednesdays in W E Watt Hall. J B Sampson, sec.

Improved Order Red Men.

Lackawanna Tribe, No 208—Meets every Tuesday evening in Review Hall. John Goodwin, sec.

Independent Order of Odd Fellows.

Cambrian Lodge, No 58—Meets every Saturday in Cambrian Hall. C A Kase, sec.

Lackawanna Encampment No 16—Meets first and third Fridays in Cambrian Hall. H J Baer, sec.

DAUGHTERS OF REBEKAH.

Lucretia Lodge, No 109—Meets second and fourth Tuesdays in Cambrian Hall. George Hughes, sec.

Independent Order of Americans.

Meets second and fourth Fridays in Pioneer Dime Bank Hall. Edward Rice, sec.

Knights of Columbus.

Carbondale Council, No 329—Meets second and fourth Mondays in McAndrew bldg. Joseph Connor, grand knight; John J Farrell, sec.

Knights of Maccabees.

Anthracite Tent, No 310—Meets second and fourth Tuesdays in Pioneer Dime Bank Hall. P A Walker, D G C, Record Keeper.

LADIES OF THE MACCABEES.

Hive No 211—Meets first and third Wednesdays in the Fair Hall. Mrs Wm McDonough Record Keeper.

Knights of Malta.

Temple Commandery, No 288—Meets every Monday evening in Leader Hall. W J Williams, recorder.

Knights of Pythias.

Carbondale Lodge, Uo 230—Meets every Wednesday in Cambrian Hall. George Ludwig, K of R and S.

ENDOWMENT RANK.

Section 5728—Meets Jaunary 1st of each year. G D Avery, sec.

Uniform Rank Co, No 63—Meets second and fourth Thursdays in Cambrian Hall. J J Emmett, capt.

PYTHIAN SISTERS.

Pioneer Temple, No. 19—Meets first and third Thursdays in Cambrian Hall. Mrs Nellie Gillies, M of R and C.

SECRET SOCIETIES—Continued.

Ladies Catholic Benevolent Association.

Branch No 77—Meets first and third Thursdays in St Rose Hall. Mrs Catherine Clark, sec.

Masonic.

Carbondale Lodge, No 249, F & A M-Meets first Wed-

nesday at Masonic Hall. H B Wilbur, sec.

Eureka R A Chapter, No 179—Meets second Friday in
Masonic Hall. H G Likeley, sec.

Palestine Commandery, No 14, K T—Meets fourth Wednesday in Masonic Hall. H B Wilbur, recorder.

Modern Protective Association.

Pioneer Lodge, No 204-Meets second and fourth Wednesdays in Pioneer Dime Bank Hall. Eli Dickinson, sec.

Modern Woodmen of America.

Anthracite Camp, No. 11011-Meets first and fourth Monday in Pioneer Dime Bank Hall. Maurice Clifford, clerk.

Carbondale Camp, No 9187—Meets second and fourth Mondays in W E Watt's Hall. G W Hughes, clerk.

Order of Owls.

Carbondale Nest, No 162-Meets second and fourth Mondays of each month in McTighes Hall. James M O'Malley, sec.

Patriotic Order Sons of America.

Camp No 200-Meets every Monday in Cambrian Hall. Paul Burton, sec.

Royal Arcanum.

Carbondale Council No 924-Meets second and fourth Thursdays in Pioneer Dime Bank Hall. A A Ramsay, sec.

Sons of Veterans.

George E Randolph Camp No 138-Meets every Thursday in Review Hall. John A States, sec.

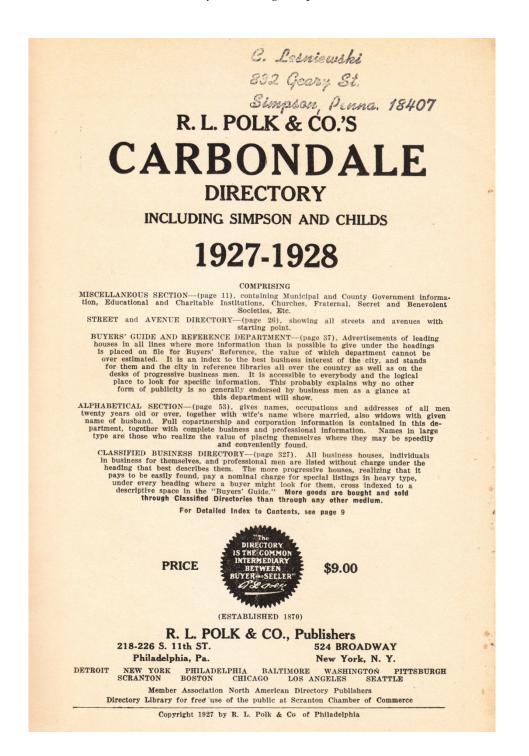
Woodmen of the World.

Crystal Camp No 68-Meets second and fourth Fridays in Pioneer Dime Bank Hall. A A Ramsey, clerk. Camp No 129-Meets fourth Thursday of each month. P F McDonnell, clerk.

WOODMEN CIRCLE (LADIES).

Pioneer Grove Circle No 12-Meets in Pioneer Dime Bank Hall.

There were many fraternal and ethnic orders in 1927-1928 in Carbondale, as we learn from the R. L. Polk & Co.'s Carbondale Directory Including Simpson and Childs 1927-1928:



CLUBS

- Carbondale Cycle Club—Meets first Monday at N Main cor Church. Dr U G Anderson pres, O W Stevens sec and treas
- Carbondale Radio Club—Meets Chamber of Commerce rooms. Max D Shepherd sec
- Craftsmen's Club—Meets in Masonic Hall. Kenneth Colville pres, Harry J Atno sec. Directors meeting second Tuesday of each month
- Elkview Country Club—Annual meeting Friday preceeding Labor Day at Crystal Lake, Pa. W G Blocksidge sec
- Kiwanis Club—Meets every Tuesday at 12:15 p m at American Hotel. H E Ward pres, David Connaughton treas, J I Ling sec
- New Century Club—Meets every other Monday from October to June. Jane Butler sec

MISCELLANEOUS SOCIETIES AND ORGANIZATIONS

American Legion-Meets first Monday in City Hall. Rutheford Watkins comndr, Frank Touhey adjt

American Red Cross (Carbondale Chapter)—Municipal bldg. NH Heller chairmn, FP Kelly v-chairman, Wm J Hamilton treas, Mrs Harry Isger sec

Bricklayers and Masons Union No 85-Meets first and third Monday in Labor Temple. Harry Baker sec

C W B L-Meets second and fourth Wednesday in K of C Hall. Mrs Ella Boylan sec

Carbondale Automobile Association—Municipal bldg. A L Sahm pres, J H Fulkerson v-pres, F W Lathrope sec-

Carbondale Chamber of Commerce—Municipal bldg. E A DeLaney pres, J F Wheeler treas, A L Sahm sec

Carbondale Medical Society—W J Lowry sec

Carpenters and Joiners Association No 813-Meets every Saturday evening in Labor Temple. Jas Barnicott

Central Labor Union-Meets in Labor Temple first and

third Thursday. Roy Lewis sec Community Service Council—Municipal bldg. Frank P Kelly pres, H F Clark 1st v-pres, Julia Gerrity 2d vpres, Mary McAndrew sec

Democratic City Committee-Leader bldg. Jas Moffitt chairman

District Nurse Association—Chamber of Commerce. Grace I Ogborne district nurse

Federal United Association of Plumbers No 443-Meets second and fourth Tuesday in Labor Temple. Wm Masters sec

Figli di Italia-Meets at 42 Fall Brook. Carmine Pettinots sec

I O O F Hall Association—S Church ne cor 7th. Meets Monday night. Chas Dietz pres, Wm J Cartwright

Journeyman Barbers Union-Meets second Tuesday in Labor Temple. Oscar Brunner sec

Jr O U A M Pioneer City Council No 932-Meets every Tuesday in Jr O U A M Hall. Walter A Ilhefeldt

K of C Building Assn-Meets K of C Hall first Monday. Wm J Myers pres, George W Keene v-pres, John J Farrell sec, D L Conaughton sec

Ladies' Catholic Benevolent Association, Branch No 77-Meets first and third Thursday in K of C Hall. Mary M J McLean sec

Margaret D Solomon Post No 26 Ladies' Auxiliary to Spanish American War Veterans-Meets second and fourth Thursday in Municipal bldg. Mrs Anna Fenton pres, Anna Connor sec

Massachusetts Protective Association—Meets at call. Wm Shannon sec

Mt Carmel Mutual Benefit Society-Meets in Mt Carmel hall. Giacomo Caccamo sec

Figli di Italia

Margaret D. Solomon Post No. 26 Ladies' Auxiliary to Spanish American War Veterans

- Musicians Union Local 130—Meets first Sunday of month in Labor Temple. Frank States business agt, John Schuff sec
- Needlework Guild of America—Municipal bldg. Mrs John Booth pres, Mrs H H Hillier v-pres, Dorothy Firth treas, Mrs H T Williams sec
- O & W Maintenance of Way Local 630—Meets first Wednesday in Labor Temple. C G Weidow sec
- Painters and Paperhangers No 1048—Meets every Friday in Labor Temple. Wm DeLoskey sec
- Plumbers Union No 443—Meets in Labor Temple second and fourth Tuesdays. Wm Masters sec
- Protective Home Circle—Meets second and fourth Wednesdays at K of C Hall. J C VanCampen sec
- Red Cross Headquarters—Municipal bldg (See American Red Cross)
- Republican City Committee—Harry Atno chairman, Benj Stone sec, Sidney Owens treas
- St Boniface Society—Meets fourth Sunday of month in Cahn's Hall. Frank Krantz sec
- St Joseph Catholic Mutual Benefit Association—Meets Mondays in Mt Carmel Hall. Joseph Cerra sec
- St Vincent de Paul Society—Meets last Thursday in month at Parochial residence. John S O'Rourke treas
- Typographical Union No 239—Meets on first Monday evening in Labor Temple Hall. R D Lewis sec
- U M W of A No 61—Meets in Capus Hall. Charles Jay sec U M W of A No 969—Meets first and third Monday in Russian Hall, Mayfield. Harry Marcoviach sec
- U M W of A No 844—Meets first and third Tuesday in Labor Temple. John W Howard sec
- U M W of A No 877—Meets first and third Friday in Cahn's Hall. John J Manzan sec
- U M W of A Racket Brook No 3088—Meets first and third Fridays 7:30 in evening in Cahn's Hall
- → United Spanish War Veterans Anthracite Camp No 14— Meets third Tuesday of each month in Municipal bldg. Joseph Farrell Commander, Geo Aunger, Archbald, adjt, Jas Tierney qtrmstr
 - United Sportsman—Meets second Thursday of each month in Cahn's Hall
 - Workmen's Benefit & Benevolent Association of the US— Meets third Thursday of each month at 48 N Main. Marcus Klemencic sec
 - Workmen's Sick & Death Benefit Fund Branch No 203— Meets third Sunday in Cahn's Hall. August Neisen sec
 - Y M C A Association—82 N Main. H F Clark pres, A A Ramsey 1st v-pres, N F Stephens 2d v-pres, A S Lewsley treas, H S Lee rec sec, J I Ling genl sec, F V Stephenson phys dir, Mrs Mable Lathrope pres Ladies' Auxiliary

United Spanish War Veterans Anthracite Camp No. 14

SECRET SOCIETIES

Brotherhood of Locomotive Engineers

- S H Dotter Div 166—Meets first Sunday evening and third Sunday afternoon in Odd Fellows Hall. Everett Kitchen sec
- George W West Division No 468—Meets third Sunday evening and first Sunday afternoon in Odd Fellows Hall. Stephen Wood sec
- John Wonderly Division No 722—Meets first and third Sunday in Avoca. Harley Sherman sec

Ladies' Auxiliary

- Mrs George W West Division No 276—Meets second and fourth Thursday in Odd Fellows Hall. Mrs Allen Monroe sec
- Union Division No 120—Meets first and third Wednesdays in Odd Fellows Hall

Brotherhood of Locomotive Firemen

- Carbondale Lodge No 56—Meets first and third Sunday in Jr O U A M Hall. Gabriel Morgan sec
- VanBergen Lodge No 62 Locomotive Firemen—Meets second and fourth Sunday in Cahn's Hall. E L Decker sec

Ladies' Auxiliary

Progress Lodge No 26—Meets first and third Tuesday afternoons at Odd Fellows Hall. Irene Miller sec

Brotherhood of Railway Conductors

Division No 156—Meets second and fourth Sundays in Odd Fellows Hall. J J Madigan sec-treas

Ladies' Auxiliary

Fairview Division No 178—Meets second and fourth Wednesdays in Odd Fellows Hall

Brotherhood of Railway Trainmen

E E Hendricks Lodge No 94—Meets second and fourth Wednesday evening in Cambrian Hall. Leonard Mc-Donald sec

Ladies' Auxiliary

Faithful Workers Lodge No 71—Meets second Friday afternoon and fourth Friday evening at Cambrian Hall. Sarah Bell sec

Midvalley Lodge No 711—Meets first and third Thursday at Cambrian Hall. Mrs Wm Nisere sec

Catholic Daughters of America

Meets first and third Mondays at Catholic Daughters' Home, S Main. Mary C Melvin grand regent

Daughters of America

Meets in Jr O U Λ M Hall second and fourth Fridays. Mrs Lempke sec

Daughters of Naomi

Delphian Society—Meets second and fourth Fridays. Mrs C S Smithing sec

Foresters of America

Court Roma No 242—Meets first and third Mondays Munn's Hall. Philip Gentile sec

Grand Army of the Republic

Wm H Davies Post No 187 Department of Pennsylvania— Meets on call in Municipal bldg. Wm Fisher comndr. Oscar Bagley adjt

William H Davies Women's Relief Corps No 134—Meets first and third Tuesday evenings in Cambrian Hall, 7th and Church. Mrs Anna Connor pres, Mary Haubens sec

Improved Order of Red Men

Degree of Pocohontas No 112—Meets first and third Wednesday in Cambrian Hall. Mrs Wallace Snyder Jermyn, Pa, sec

→ Independent Order of Odd Fellows

Cambrian Lodge No 58—Meets every Monday in Cambrian Hall. R R Neimeyer fin sec, C L Rehkop rec sec

Lackawanna Encampment No 16—Meets first and third Fridays in Cambrian Hall. G W Hughes scribe

Canton Carbondale No 60 I O O F—Meets second and fourth Friday of each month in Cambrian Hall. G W Hughes clk

Daughters of Rebekah

Lucretia Lodge No 109—Meets second and fourth Tuesdays in Odd Fellows Hall. Mrs Blanche Jehu sec

Foresters of America

Court Lily No 50—Meets 2d and 4th Saturday at Odd Fellows Hall. David Smith sec

The Independent Order of Odd Fellows (IOOF) is a non-political and non-sectarian international fraternal order founded in 1819 by Thomas Wildey in Baltimore, Maryland. Beyond fraternal and recreational activities, the Independent Order of Odd Fellows promotes the ethic of reciprocity and charity, by implied inspiration of Judeo-

Christian ethics.

Knights of Columbus

Carbondale Council No 329—Meets second and fourth Mondays in K of C Hall. John H Kirkwood G C, Jas W Dugan fin sec, Richard Carroll rec sec, Wm T Moffett treas

Knights of Macabees

Anthracite Tent No 310—R A Walker R K, Thomas L Gilmartin comndr

A & I O Knights of Malta

Temple Commandery No 288—Meets second and fourth Wednesday in Labor Temple. W J Masters rec sec

Dames of Malta

Lackawanna Sisterhood No 91—Meets second and fourth Thursday in Odd Fellows Hall. Mrs Clara Blanchard Q E, Bertha Deitrick K of A

Knights of Pythias

Carbondale Lodge No 230—Meets every Wednesday in K of P Hall. Walter Ilhefeldt sec

Endowment Rank Section 5728—G D Avery sec

Uniform Rank Co No 63—Meets second and fourth Thursday in K of P Hall. J J Emmett capt, C E Stephens sec

Pythian Sisters

Pioneer Temple No 19—Meets first and third Tuesday in K of P Hall. Esther Verill sec

Masonic

Carbondale Lodge No 249 F A M—Meets first Wednesday in Masonic Hall. Frank S Hauenstein sec

Eureka R A Chapter No 179—Meets second Wednesday in Masonic Hall. Horace G Likely sec

Palestine Commandery K T—Meets fourth Wednesday in Masonic Hall. H G Likely recorder

Military Order of the Serpent

Lair No 13—Meets Municipal bldg at call. W J Meyers pres, Geo Aunger adjt, Jas Tierney qtrmstr

Modern Woodmen of America

Carbondale Camp No 9187—Meets second and fourth Monday in Seaman bldg 37 N Church. G W Hughes clk

Order of Eastern Star

Garnet Chapter No 66—Meets first and third Saturday in Odd Fellows Hall. Pauline Ludwig sec

Order of Owls

Carbondale Nest No 162—Meets second and fourth Sunday of each month in Cahn's Hall. Claude Rehkop sec

Patriotic Order Sons of America

Camp No 200—Meets first and third Thursday in Odd Fellows Hall. C E Stephens sec

Patriotic Order of Americans

Camp No 261—Meets 1st and 3d Tuesday at Jr O U A M Hall. Mrs Bertha Snedeker sec

Shield of Honor

Diamond Lodge No 26—Meets last Saturday night in Cahn's Hall. J A States sec

Sons of Veterans

George Randolph Camp No 138—Meets second and fourth Thursday in Jr O U A M Hall. J A States sec

Veterans of Foreign Wars

General Buckley Post No 1462—Meets 2d and 4th Tuesday in D & H Co bldg N Main. Wm Pollard comndr, Donald Stanton adjt, Walter Bryden qtrmstr

Woodmen of the World

Crystal Camp—Meets at 175 Dundaff. PF Fox clk Camp No 129—Meets at 5 Pike. Patk F McDonell sec Woodmen Circle (Ladies)

Carbondale Circle No 30—Mrs Fred Mang clk Temperance Societies

St Rose T A B—Meets first and third Tuesday in St Rose Hall. J J Martin pres, D D Kelly treas, C J Mannion rec sec, Frank B Moyles fin sec

Women's Christian Temperance Union—Meets on Tuesday afternoons twice a month in First M E Church.

Mrs Mary Roberts sec

Thesis Topic:

A very interesting Master's Thesis could be written about the societies, clubs, and organizations in Carbondale and cities in America like Carbondale in the late nineteenth century and the early twentieth century.

2306

Hospitals

A significant step forward in the enrichment of the quality of life in the city of Carbondale took place in the late 1880s when the community decided to establish and to erect a hospital.

Beginning in the fall of 1889, when donations were solicited from the community for the Hospital Fund--to build the Emergency Hospital--donations were received from many D&H employees, among many others.

Lists of donors were published in the Carbondale newspapers. From those published lists, we can learn not only the names of the D&H employees (railroad and mines) who supported this community project but also, specifically, the names of many of the employees in the D&H Gravity shops at the time.

Here, in nine articles, are the names of the public-spirited persons of Carbondale (names have been grouped according to amount of donations) who supported the Carbondale Emergency Hospital fund, and in so doing took a very positive stance to enhance the quality of life in Carbondale:

D&H Contributions, September 11, 1889:

"FROM THE GRAVITY SHOPS. / More Contributions for the Growing Hospital Fund. / The donations of money to the Hospital fund have not ceased, though the publication of the lists have been for a time suspended. The response from the mines of this vicinity was more liberal than anticipated and to the toilers in this dangerous occupation is due the credit of assuring the hospital. The Gravity machine and blacksmith shopmen contribute the following amounts: \$5.00: Pierce Butler; \$3.00: Wm. Johnson, Andrew Wyllie; \$2.00: James McMillan, Michael Kelly, Thomas Coleman, John W. Jones, Jos. Lindsay, M. B. Madigan, George A. Davis, Wm. Jenkins, Wm. Price, Alex Johnson, Thomas Peters; \$1.25: Wm. Pedlar; \$1.00: Lewis Boutin, Eloi Shaefer, Michael Gilmartin, John Neuser, Fred Price, W. H. Mills, Fred Spanler, John Duffy, Barney Sontag, Jas. Robinson, Sandy Skoll, Alfred Chapman, James Boyd, Charles Sontag, Michael McDonald, John Gethens, Stephen Dudicus, Wm. Ogleby, Wm. Wilcox, Curt Wickwire, David Smith, James Coughlin; \$0.75: George Wyllie; \$0.50: Charles Gramer, Richard M. Brown, Wm. Opie, Albert Jones, Richard Conoughton, Wm. Gramer, David Jones, Wm. Turner; unspecified amount: Chas. Johnson, John Vannan, John Reese, Samuel Tilsley, Henry Seibold, Sidney Pearce, Benj. Biles, Fred Pearce, Henry Kelly, Walter Armstrong, Bert Wickwire, Henry Chapman, Jos. Sontag, Jos. Norris, Wm. Frederick." (Carbondale Leader, September 11, 1889, p. 4)

D&H Contributions, September 17, 1889:

"RAILROAD MEN CONTRIBUTE. /Adding Their Help to the Fund for a Hospital. / The employes of the Erie and Delaware & Hudson railroads, engineers, firemen and brakeman, have given their donation to the hospital fund as given below. William Leonard and P. F. Dougherty were the collectors: \$3.00: Wm. Rosser; \$2.60: John B. Kirkbride, Wm. H. Moyles, H. E. Johnson, A. E. Isger, H. O. Knapp; \$2.50: L. Cummings, John B. Tillsley, Thos. Morgan; \$2.40: J. M. Reardon, Nelson Robbins; \$2.00: Wm. Clifford, John Pidgeon, Geo. Aunger, Thos. Kelly, Horton Dilts, John Roberts, J. J. Lowery, Frank Morgan, Adelbert Clark, John McCarty, S. Doyle, Harry Wolcott, F. McCawley, Jas. Horney, Reul Hampton, Geo. Smith, Thos. White, Alex. Herberts, Bruce Thompson, Chas. Mayo, David Wolcott, Wm. Cummings, Hugh Finlon, A. C. Lown, Geo. Breese, F. P. White, D. Nelson, Daniel Mallay, Sigal Robbins, Ed. Kenworthy, Jas. Doyle, J. D. Nicholson, E. W. Sayer, John Lowery, Wm. O'Malley, Anthony Cook, John Howard, G. A. Kelley, B. E. Tucker, Chas. S. Case, A. J. Lenahon, A. L. Vroman, Chas. Phillips, James Bryden, Fred Boyer, M. H. Maloney, Frank Sloan, Edward Lewsley, Geo. Chapman, Frank Sherrer, Alex. Bryden, P. McQuade, Jacob Neuser, P. F. Storch, J. E. Gorman, F. J. Keifer, W. Copeland, Boyd Case, A. Messenger, C. Lewsley, P. Dockerty, Wm. Lee, Benj. Dimock, Horace Daley, W. Leonard, John Dalton; \$1.50: G. W. Reynolds; \$1.00: James Gibbons, Stephen Kimball, Reuben Johnson, Patrick Lynott, Chas. Berry, Adam Stultz, Jud Foster, Wm. Snyder, Dunwood Travis, Lewis Rector, Hugh McQuade, Wm. Hughes, Harry Kenworthy, Wm. Bunnell, Wood Miller, David Thomas, P. Brennan, F. Williams, Willard Schultz, H. M. Rounds, W. J. Clum, Tobias Compton, Frank Carpenter, Chas. VanWhy, F. E. Tucker, Herbert Stoddard, Alfred Owen, John Buckley, Otto Zohe, Albert Carey, Jas. Roarke, E. Van Schoick, Lawrence Farrell, P. F. Powderly, Lyman Severance, Samuel Henry, V. A. Swingle, J. P. Bates, Samuel Hayles, John Cornish, D. Lynch, Ernest Gelatt, Sam Ferrell, Wm. Aunger, Joe Fox, Clark Hetzel, Wm. Forbes, P. Pidgeon, Gilmore Swartz, J. R. Thomas, John Malia, Stephen Holgate, Milo Wilcox; unspecified amount: Michael Gorman, Wm. Wagner, Jud Tucker, Wm. Geary, F. W. Marcy, Sam Jacoby, Chas. Vincent, W. F. Kantuer, John Milligan, F. Menning, David Jones, Henry Reinsland, P. F. Brennan, Wm. Rounds, S. Courtright, Bert Porter, John Page, F. M. Leonard, F. Schunnel, M. Hoffman, Levi Ames, P. Cavanaugh, Francions White, Thos. Morgan, J. A. Chase, Eugene Wonnacott, Wm. Dougherty, Burrett Brownell, John Doak, John Courtright, Wm. Histed, Irving Skeels, Chas. Jones, Harry Leas." (Carbondale *Leader*, September 17, 1889, p. 4)

D&H Contributions, September 18, 1889:

"MORE HOSPITAL MONEY. / From the Delaware & Hudson Locomotive Shops and **Round Houses.** / We give to-day a partial list of the contributors to the hospital fund from the D. & H. locomotive shops, round houses and railroad. The remaining names will be published tomorrow: Cash, \$5.00; \$4.80: D. C. Benscoter; \$4.00: P. R. Van Dermark, Henry Isger; \$3.50: L. D. Slocum, Wm. Clum, Charles Gates, Charles Hubbard, Wm. T. Bingham, Isaac B. Baker, Jos. Stafford, Wm. Haigh, John Gillies, Jno. E. Mack, Ed Atkinson, Chas. P. Hallock; \$3.27: O. E. Histed; \$3.00: Andrew Histed, W. Van Dermark, Jno. E. Thomas, Geo. Dimock, Jno. Davies; \$2.58: Austin Benscoter; \$2.28: Geo. Correll; \$2.25: Jos. Vannan, Wm. Male, Alex Wyllie, Bernard Conway; \$2.00: Jos. Wilcox, Will Carpenter, August Blankenburg, Wm. C. Krantz, James Gallaghy, Chas. Schuster, John Ammerman, Jno. Maxwell, Frank Ball, Chas. Dow, Friend Osborne, Larry Melvin, M. O. Guiendon, Homer Hutchins, Thos. McCawly, Milo Gardner, Thos. Cornish, I. J. Wint, Charles C. Rogers, John Kelly, Thomas Davis, Jos. Herbert, Thos. Winn, John Lingfelter, Sam'l Lingfelter, Wallace McMullin, F. E. Kilpatrick, Arthur Hoyle, Anthony Banks, Geo. D. Tallman, James Temple, David James, James S. Wall; \$1.92: Jerry Moyles, Dan'l Swan; Geo. Hamlin; \$1.75: Wm. P. Ferris; \$1.10: Wallace Vickers; \$1.00: Geo. E. Dubois, Philip Helfrick, Wm. Blake, James Lindsay, Lyman Rheil, Sam'l E. Banker, Richard Burnett, Chris Carlson, John P. McCawly, Herman Faatz, Willard Chase, Geo. Nichols, Emmet Swingle, Wm. W. Knapp, Frank Dow, Rob't Spencer, E. R. Sampson, Andrew Stockwell, Frank McMinn, Geo. Yarns, Geo. Berry, Elias Wademan, Wm. Sherrer, Geo. Osborne, Truman Utley, Rob't S. Whitfield, Francis Smith, Mark Brennan, Rob't Blair, Jno. D. Davis, Grant Nicholson, Timothy Gilmartin, Walter Wilson, Geo. Fisher, Chas. Vogal, Rob't Brodie, Ran Hall, W. H. Phillips, Mich Bell, George Merrill, Luie Cool, Jno. Bell, Wm. Newman, John Hague, Geo. Eales, Jno. Kinback, Michael Lynnady, A. Moinnia, Theodor Sirako, Jno. M. Collins, Levi Toby, Lewis Decker, Thomas Langan; \$0.75: Toney Roemelmeyer, Mark F. Brennan; \$0.60: Geo. Moyles, Wm. E. Eitel; \$0.50: Wm. Whitfield, James Harvey, Ashfield Gray, Allen Williams, Rob't Campbell, James Banks, Jno. Woolever, C. Schraeder, Wallace Williams, Jno. Smith, Ezra Reeves, Thos. Smith, James Williams, Walter Thorn, Wm. Willis, Walter Gibbs; \$0.25: David Davis, Henry Blankenburg, Nicholas Medici, Bonney Gilcott; unspecified amount: Alex Copeland, Warren Ellis, Frank Coon, Wm. Brokenshire, E. B. Gardner, Andrew Bell, Jno. T. Jones, Edward Morgan, Geo. Williams, Jos. Parker, Fred Shonaker, Jno. Brink, Stephen Kegler, Wm J. Turner, Wm McAndrews, Edward Smith, Evan Williams, J. H. Clarke, J. Van Dermark, Charles Lewis, Jno. Moyles, Anson Bayley, Colvin Kimble, Henry Smith James Smith, Rob't Copeland, Benj. Hughes, Wm. Hubbard, Jos. Heap, Wm. B. Chase, Isaac H. Colvin, Chas. Lingfelter, Wm. D. Jones, Jno. Evans, Rees A. Price, Chas. Smith, Jno. H. Lowe, Alfred Hague, Wm. Harvey, Frank Burrows, James R. Jones, John James, Percy Briggs, Pat'k Baker, Wm. Fisher, James Beckett, Harry Fisher, Jno. Schaff, Pat'k Smith, Henry Highsnider, Chas. E. Moon, James Campbell, Rees W. Price Geo. Lindsay, Fred Wood, Wm. Breese, Rob't Williams, Pat'k Quinn, Jno. Connelly, Dennis Hogan, Wright Campbell, Hector Sampson, Geo. Kegler, James McCawly, Ed Pruner, M. E. Whiting, Edgar Jones, Owen Timmons, Geo. Davis, Asa Daley." (Carbondale Leader, September 18, 1889, p. 4)

D&H Contributions, September 19, 1889:

"INCREASING THE FUND. / Engineers and Firemen Subscribe to the Noble Charity. / The list below completes the donation from the locomotive shops in this city. Those who were not seen by the solicitor can hand in their contributions to the treasurer: \$4.00: Sam'l Cobb; \$3.50: Jno. E. Hallet; \$3.00: Joel Arnold; \$2.00: Sam'l Moon, Pat'k Haron, Jno. Dilts, C. D. Arnold, Geo. Cotton, Jud Bayley, Frank Greiner, G. Hunt; \$1.92: Wm. O'Brian; \$1.35: Elijah Connor; \$1.25: Jno. Gilroy; \$1.15: Carmino Tomaino, Farnk Carro, Banardo Giglitto, S. Kurlancheek, M. Banani, Crissmas Telarilo; \$1.00: Ed Rowan, Jesse Taylor, Thos. Courtright, Peter Stocker, B. Gilmartin, D. Carro, J. Dattalo, Jo Parro, Jos. Tomaino, Stephen Davey, Wm. Teed, Jacob Schaff, Rob't Simrell, Jos. Blanchard, C. N. Calvin, Geo. Wescott, Eugene Hayden, Chas. Griffin, Chas. Culver, Thos. Kennedy, Frank Mahon, John Reed, Reuben Edwards, Frank Clark, James Morpeth, Jno. Rowan, Jno. M. Rowan, Michael Rowan, Frank McCarty, Jno. Hollenback, E. Mospeth, Thomas Connor, Jasper Gritman, Russell Emery, Jno. McNulty, Jos. Wall, Adam Buttman; \$0.50: Jos. Coal, Em Wint, Jno. Kearney, Jno. Sullivan, Frank Burke, Sam'l G. Cobb, Michael Dockerty, John Hart, Jno. Walsh, James Sheridan, Geo. Williams, Peter Knight, Jno. Moran, Joseph Linney, Fred LeBoat, M. Brezill; unspecified amount: Wm. Griffis, Philip Mang, Jno. Quinn, Wm. Cavanaugh, Harry Griffis, Carmino Rienzo, Bernard Crane, Chas. Kegler, Jno. J. Tighe, Wm. Moyles, Jo Scorgo, Ed Jennings, Ed Williams, Francis Hoban, Jno. Bryden, Sidney Colwell, Henry Beaty, Wm H. McDonnell, Merrit Gardner, Jno. Bayley, Ed Goodman, Jno. Ross, Michael Hevers, Michael Moran, Chas. Powell, Wm. Shaw, Jno. Shonk, Peter Rowan, Hugh Flynn, James Corrigan, Jacob Buttman, Peter Becker, Hugh Gallagher, Jno. Buttman, Frank Connor." (Carbondale Leader, September 19, 1889, p. 4)

Donations for the hospital fund from other quarters:

1890: Sale of the promenade concert tickets in aid of the hospital fund:

"FOR THE HOSPITAL FUND. / Sellers of the Tickets and What They Realized. / Following is a statement showing the amount of money realized from the sale of the promenade concert tickets in aid of the hospital fund. To-morrow will appear a list of the individual city subscriptions to the fund: / F. E. Burr, 6....\$8.00, F. E. Dennis, 2 ½....\$5.00, W. G. Stephens, 8....\$16.00, Israel Crane, 1.....\$2, Thos. Levison, 3.....\$6, Bolton & Reynolds, 1....\$2.00, Humphrey & Evans, 20.....\$40.00, Irving Davis, 8 ½.....\$17.00, R. H. Tralles, 3....\$6.00, B. S. Clark, 1....\$2.00, H. F. Elbrecht, 1....\$2.00, Lou Crager, 3.....\$6.00, S. Singer, 10.....\$20.00, J. F. Kinback & Son, 5.....\$10.00, James Gorman & Co., 6....\$12.00, James Collins, 2....\$4.00, J. W. Dimock, 6.....\$12.00, P. Powderly, 1....\$2.00, Wm. Bowers, 18 ½....\$37.00, L. Brauer, 5....\$10.00, J. S. Jadwin, 8.....\$16.00, T. J. Gilpatrick, 2.....\$4.00, P. J. Collins, 5...., \$10.00, J. Kline, 19....\$38.00, J. B. Shannon & Co., 13.....\$26.00, M Moses, 39.....\$78.00. / Total....\$391.00." (Carbondale Leader, January 22, 1890, p. 4)

1890: Individual city subscriptions to the hospital fund:

"HOSPITAL CONTRIBUTORS. / J. B. Van Bergen, J. L. Crawford and M. Moses Lead the List. / Following is a list of the individual contributors to the fund being raised for the erection of an Emergency Hospital in this city: / \$100.00: Morris Moses, J. L. Crawford, J. B. Van Bergen \$50.00: Pascoe, Scurry & Co., Humphrey & Evans, J. E. Watt, Mills Bros., W. W. Watt, James Stott; \$31.90: Richelieu Benefit; \$25.00: A. W. Daley, Chas. Robinson, T. D. Bradley, W. E. Kirby, L. Brauer, Frank E. Dennis, Thos. F. Coffey, Israel Crane, Thomas Levison, Edward Clarkson, J. S. Jadwin, J. B. Shannon & Co., Alexander Gills, Thos. R. Lathrop, J. Rutherford, Bolton & Reynolds, Thos. R. Durfee, Sam E. Raynor, J. W. Dimock, Kahl Bros., H. C. Wheeler; \$15: James Barrett, Andrew Simpson, W. Burr & Son; \$10.00: J. L. Church, C. E. Spencer, I. E. Whipple, C. H. Ditchburn, White & Murphy, B. A. Kelly, Bryce R. Blair, J. J. Curran, Jas. V. Hussle, J. J. Monahan, J. Crager & Co., B. F. Williams, B. S. Clark, Chas. O. Mellen, William Miller, C. H. Estabrook, John Mohrs, Loftus & Coogan, E. J. McHale, James E. Burr, Irving Davis, G. H. Tryon, John Roe, A. W. Reynolds, T. O'Connell, J. B. Gilhool, M. J. Mullaney, J. H. Byrne, Sam'l Smale, W. B. Lindsay, R. Ottman; \$5.00: W. G. Giles, J. M. Alexander, Thos. R. Evans, T. H. Madigan, R. H. Tralles, Christ Mother, C. Fowler, J. Gubert, C. R. Stenson, J. S. Ricker, Chas. Cavanaugh, T. A. Sullivan, Dennis Finnegan, John Gaughan, Carl G. Schroeder, Spanle & Coogan, W. B. Stansbury, Geo. N. White, Wm. G. Stephens, M. Olmstead, W. R. Baker, E. Hale, W. H. Edgett, John F. Gallagher, Chris Munnich, F. P. Brown, P. L. Neary, J. G. Thompson, Michael Devine, J. D. Day, J. W. Kilpatrick, H. F. Elbrecht, Bryan Burke, P. F. Moffitt, T. J. Gilpatrick, Lynch & Bronson, Jas. B. McTighe, J. Moon, W. H. Evans, J. Gorman & Co., L. Rehkop, Geo. D. Couch, E. P. Burke, H. B. Jadwin, J. F. Kinback, H. S. Pierce, John F. Clune; \$2.00: L. G. Marcy, E. J. Pierce, J. Borst, R. A. Bryson, John Gillin; \$1.00: John Hansen. (Carbondale Leader, January 23, 1890, p. 4)

April 28, 1899: D&H support of the hospital:

"MONEY FOR THE HOSPITAL. / Employees of the Delaware & Hudson Shops Give for the Support of that Institution. / Employees of the Delaware and Hudson company are now responding to the appeals for aid for the Emergency hospital and the first list of subscribers from the shops in this city were received yesterday. / BRIDGE SHOPS. / George Burrell 5.00, H.B. Wilbur 2.25, C. L. Stone 1.75, C. D. Craft 1.75, W. F. Wasman 1.00, Jas. Stephens 1.00, M. Mannion 1.00, B. Rudenauer 1.00, C. H. Dolph 1.00, John Buckley 1.00, F. H. Cowles 1.00, John O. Miles 2.50, E. A. Morgan 1.75, F. J. Colwell 1.75, Wm. H. Arthur 1.00, J. H. Conaughton 1.75, James Farrell 1.00, Anthony Swartz 1.00, F. J. Lane 1.00, M. T. Collins 1.00, A. L. Santer 1.00, Thos. Boland 1.00, Mathew Mannion 1.00. / LOCOMOTIVE SHOP. / Joseph Heap 1.00, John Kinback 1.00, A. Brodie 1.00, Chas. Gramer .50, J. W. Jones 1.00, P. Butler 1.00, Thomas Cornish .25, John Santaina .70, Michael Kelly .50, N. Armstrong .50, F. Spanle .25, Georg Wyllie .50, Henry Buchart .50. / CAR SHOP. / We the undersigned, employes of the

car shop subscribe the sum set opposite our names for the Carbondale Emergency hospital general maintenance fund, and hereby request the officers of said company to deduct the subscription from our March earnings: / J. E. Blocksiege 2.00, M. Lozert 1.00, James Smith .50, Charles Kase .50, George Brennan .25, Frank Shannon 1.00, John Henwood .25, T. J. Skinner .50, H. Solwodler .50, Edwin Roberts .50, Wm. Atkinson 1.80, Wm. Tonkin 1.00, Edward Wagner .50, T. H. Kase .50, E. S. Rice .25, James Norton .50, Henry E. Smith .50, Alfred Masters .25, Charles Jordan .25, Isaac Tonkin .50, Geo. Ditmore .25, Frank Tracey .50, M. Connor .50, J. H. Clark 1.00, Isaiah Mittan .25, John Downing .50, G. W. Bailey .25, T. Roberts .50, Fred Cundy .25, John Masters .50, A. Jorgensen .50, Fritz Tensen .25, W. H. Drake .50, T. B. Orchard 1.00, Joseph Nealon .50, B. Brennan 2.00, James May .25, P. J. McAndrew .50, Wm. F. Pa'ters'n .50, Louis Seeley .25, Frank Cobb .25, D. B. Davis .25, Andrew Mann .25, Fred Masters .25, William Bone .50, John F. Kase .50, Wm. Long .25." (Carbondale Leader, April 28, 1899, p. 8)

April 29, 1899: D&H support of the hospital

(names grouped by amount donated)

"RAILROAD MEN GIVING. / Delaware & Hudson Trainmen and Track Hands Contribute to the Support of the Hospital. / The railroad employes of the Delaware & Hudson company are contributing to the Emergency hospital from their March earnings and the first list of the same we give today. To them the advantages of the institution appeal strongly and one and all will doubtless reply promptly and willingly to help the great work which the hospital is doing in our midst. Among the contributors yesterday was J. H. Orchard, \$5.00. ENGINEERS AND FIREMEN. / \$1.00: L. D. Slocum, J. C. Holl'back, C. Schuester. / CONDUCTORS AND TRAINMEN. / \$2.00: Hugh Finton, Wm. Aunger, John Howard, G. H. Kellow, T. S. Morgan; \$1.00: Jas. M. Reardon, Hugh McQuade, V. A. Swingle, A. D. Burdick, Wm. Compton, Richard Huddy, W. H. Bowen, F. W. Bates, John Stern, John Elston, Chas. Clift, Geo. H. Griffin, A. C. Lown, John Pidgeon, Reuben Johnson, Fred Bargar, E. N. Wills, Walter Rounds, J. R. Thomas, Frank Morgan, W. Griffith, W. Courtright, A. E. Isger, Boyd Case, E. R. Sampson. / TRACKMEN. / \$1.93: C. V. Helms; \$1.15: Ben Leach, Stephen Faitz, A. Leach, Joseph Falbo, Martin Smoke, Cacasa Rass, Joseph Grant, S. Moongase, Raphael Emet, Jay Ketchem, Basil Scorts, James Capolo, Rocco Pessia, Joseph DeFazeo, Chas. Clemons, Frank Tomeno, Phillip Scalzo, A. Tomeno, Andrew Barber; \$1.00: R. Qualtieri, August Perri, A. M. Stone, Mich. Polley, Joseph Bakin, John Corey, Jas. Hevers, J. W. Eaton, Line Qualtieri, Owen Haley, George Hakin, Andrew Oram, F. W. Peters, John Lavada; \$0.50: Abe Bronson, Geo. Merinock, John Fedor, Alex Kellick." (Carbondale Leader, April 29, 1899, p. 2)

May 18, 1899: Money for the hospital from the employees at No. 1 slope: (names grouped by amount donated)

"GIVING AID TO THE HOSPITAL. / The Employees at No. 1 Slope Add Their Mites to the Fund for That Institution. / The employes at No. 1 slope on the south side have contributed from their March earnings to the support of the Emergency hospital. The aggregate is a considerable amount and is gratefully acknowledged by the directors. Among the contributions were the following: / Edward Gordon \$1.00. / [50 cents each] Daniel Nielson, Michael Mannion, Thomas Atkinson, Michael Lynch, Thomas Lynch, Thomas Gilligan, Thomas Kane, Michael McCann, Patrick Connolly, John Connaughton, Michael Farry, Michael F. Walsh, John Forbes, John Carney, Robert McHale, William McHale, Hugh Gerrity, M. F. Walsh, Patrick Keough, Edward Greeley, Patrick Greeley, John Nielson, Michael Nielson, M. G. Walsh, David Walsh, John Muir, James Toolan, Patrick Connor, P. F. Moran, James Judge, Bernard Willis, Thomas Walsh, James Toolan, Dennis Toolan, Patrick Pace, Thomas Killeen, Martin Golden, John Smith, Mark Duggan, John Duggan, Anthony Convey, Edward Inngerman, John Toolan, James McDonough, David Chilton, John Inngerman, Charles Barnicott, William Barnicott, Michael Duggan, Walter Lane, Edward Casey, Peter Connolly, Peter Gavin, J. Seeley, Thomas Higgins, William McDonough, Edward Doudican, Michael Flannery, Anthony Barrett, Thomas McHale, M. F. Finnegan, Patrick Rooney, Patrick Duggan, Richard Duggan, James Kelley, Thomas Grier, William Verrill, John Barnicott, James Bagley, T. F. Casey, Dudley Gordon, Dudley Gordon, Jr., Henry Tucker, George Sidler, James Flannery, Thomas Gilhool, Dominick Burke. / [25 cents] Mark Pidgeon James Killeen, Thomas Muir, Henry Nelson/ COMPANY MEN./ [50 cents] Patrick Gavin, James Hope, John Muir, P. J. Purcell, Thomas Gavin, Michael Garvey. / [25] cents] Edward Grier, John McGowan, Patrick McAllister, Daniel Grady, Patrick Clifford, Patrick Donnelly." (Carbondale Leader, May 18, 1899, p. 2)

Photo by Cramer of the Carbondale Emergency Hospital. My guess is that the hospital had just been completed when the photograph was taken. The architect who designed the building was J. S. Duckworth. The land on which the building was constructed was donated by the D&H. Ownership of the building was accepted by the Board on Wednesday, November 2, 1892, and the Emergency Hospital opened on May 1, 1893.



Carbondale Emergency Hospital, photo by Cramer.

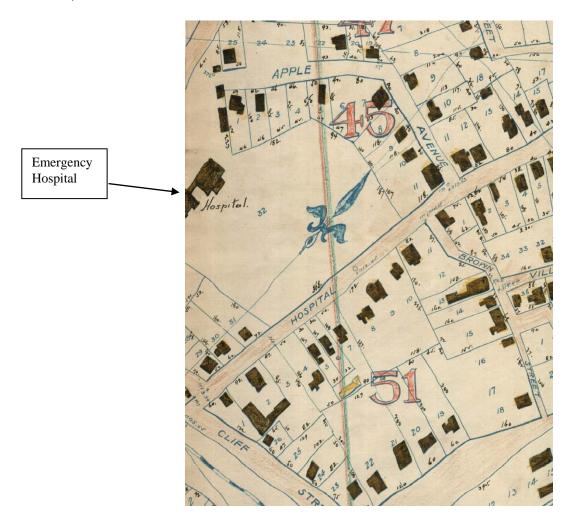
In the article, "The Hospital Complete," *Carbondale Leader*, October 27, 1892, p. 4, we read: "It was thought best to defer the public opening of the institution until May 1st in order that everything about the building may be thoroughly tested and all is in readiness to receive and care for the unfortunates who may be brought to this house for treatment. / This will also give the trustees time to prepare plans for an provide the means for maintaining the institution for they propose to have money enough in sight to pay expenses for at least one year before the doors are thrown open."

A medical board, consisting of not more than nine, or less than five reputable physicians, who shall reside in Carbondale City and vicinity, and shall be graduates of some regular school of medicine, was called for in the hospital's by-laws. Dr. Bailey was the first house physician; other physicians were Dr. Wheeler, Dr. S. S. Shields, Dr. John Kelly, and Dr. Alexander Gillis.

In "The Story of Carbondale and 'The Black Stone' " (Monthly Bulletin, Commonwealth of Pennsylvania Department of Internal Affairs, Volume 19, No. 12, November 1951, pp 11-18) by Alice Voyle Rashleigh, Ms. Rashleigh states on page 17:

"The Carbondale Emergency Hospital was organized in October 1889 with Dr. Mark Bailey as resident physician and Miss Katherine Desmond superintendent. / Work began on the building in the Spring of 1891 cost not to exceed \$6.000 and it did not. On July 1, 1893, it was opened to the public. Coal was donated by various coal companies of the region. A nurses home, joining the hospital, was the gift of James Stott and known as the Stott Memorial. Years later, the General Hospital was built on Fallbrook Street, also a nurses home after emergency hospital was razed."

The exact location of the Emergency Hospital on Hospital Street is shown on the detail given below from the Map of the City of Carbondale Lackawanna County, Pennsylvania 1909, From Actual Surveys By and Under the Direction of George William Tappan, Scranton, PA, October 18, 1909.



Here are three articles by Hunter J D Taylor about the Carbondale Emergency Hospital that were published in the *Carbondale News* in 2010:





Carbondale Emergency Hospital, Hospital St., 1893

HISTORIC CARBONDALE

Carbondale Emergency Hospital

By Hunter J D R Taylor

Carbondale Historical Society

Opened May 1, 1893, Carbondale Emergency Hospital provided emergency medical care for Carbondalians until its move from Hospital Street to Fallbrook Street. Its history begins in 1889, with the establishment of the Carbondale Hospital Association.

The Association was founded with the sole purpose of establishing and maintaining a hospital within Carbondale to care for Carbondalians. It was brought into existence through the diligent efforts of seven civic-minded individuals, who were the initial directors of the Hospital: Samuel Sheldon Jones, Julius Moses, M. F. Norton, J. B. Van Bergen, R. Manville, William Walker, and John B. Davis.

Architect John Duckworth of Scranton designed the building, whose plans were adopted by the Carbondale Hospital Association's Board of Trustees. The structure proposed was one of wood, containing a basement and three aboveground floors. Brick was not a suitable choice for the structure as the land on which it would sit was undermined and would not bear the weight of such a material.

Funding was obtained from the state legislature (\$17,500), residents of the service area (\$10,000), and from the Delaware and Hudson railroad Company.

In an undated article published by the Carbondale News, in the archives of the Historical Society, we read: "One day in conversation with Andrew Nichol, mine superintendent of the D&H Company, Mr. Jones [one of the directors of the Hospital] suggested a plan whereby competent and trustworthy men were to be appointed in each of the various tunnels. These men were to solicit among the miners, laborers and outside hands the contribution of one day's wages for the hospital. [...] The

returns amply justified the methods, for after the following payday [...] about \$5,000 had been contributed."

Following the receipt of these contributions by the Hospital, the D&H Company then contributed the land on which the hospital would be built, and the directors concluded that the Hospital would become a reality. The land donated is located just past the southern terminus of Hospital Street, which was named for the Hospital.

The plans proposed by architect Duckworth were approved by the Board, those plans showing the promise of a beautiful structure. The main building was to measure 42 by 70 feet, with a bow extension on the south side, a wide covered veranda in front, an addition 16 by 24 for kitchen on the west side, and a covered porch over the north side entrance. Staircases and elevators provided transportation between floors

HISTORIC CARBONDALE

Carbondale Emergency Hospital was state-of-art, with one the area's earliest schools of nursing (Pt. 1)

By Hunter J D R Taylor

Administrative Assistant Carbondale Historical Society

The Carbondale Emergency Hospital building on Hospital Street, as designed by the well known Scranton architect John Duckworth, was a state-of-the-art medical facility.

The surgeon's room, the pharmacy, and the kitchen were located on the first floor. Also on the first floor was la large ward which spanned the entire width of the building. This ward measured 17 feet by 41feet, which was made larger with an alcove extension which added six feet in width to the center of the ward. Contained within were a large bathroom, closet, and washroom.

A large ward of the same specifications as that of the first floor was situated on the second floor, and had an attendant's station, bath closets, and a lavatory. Adjoining this was the resident physician's room, the matron's suite, and two smaller wards. From the second floor opened two doors to the covered veranda and balconies.

The third floor contained two bathrooms, a large store room and sewing room, and seven apartments for the use of convalescents and employees as sleeping rooms.

The heating and ventilating appliances, as well as laundry equipment, were located in the basement.

Within its first fiscal year of operation, Emergency Hosptial proved to be a great asset to Car-bondale. It was known as the "miners' hospital,"



Four nurses who studied at the Carbondale Emergency Hospital Training School for Nurses included Ora E. Loomis, far right seated, daughter of Theron and Mary Emma (Squire) Loomis, who lived at 161 Lincoln Ave. Ora graduated as a "Trained"/Registered Nurse from the Carbondale Hospital Training School for Nurses in 1902.

COURTESY CARBONDALE HISTORICAL SOCIETY

because a large percentage of its patients were ailing miners.

Another state-of-theart fact about the Emergency Hospital is that it had attached to it a nurses' school. The School of Nursing that was established there as early as the turn of the 20th Century. This school was the first school of nursing in the Upper Lackawanna Valley and possibly one of the earliest in Lackawanna County. In

1902, Ora E. Loomis, daughter of Theron and Mary Emma (Squire) Loomis, who lived at 161 Lincoln Ave., graduated as a member of that year's graduating class as a "Trained"/Registered Nurse from the Carbondale Hospital Training School for Nurses.

In the mid-1920s, the Hudson Coal Company desired for mining purposes the land on which the hospital was located. Land on Fallbrook St.

was to be exchanged for it. In 1931, with the approval of the board of directors, Emergency accepted the proposal and the Carbondale Emergency Hospital moved into its new building as Carbondale General Hospital.

(This is the first of two articles on the history of Carbondale's first hospitals. The second part will run in a future issue.)

HISTORIC CARBONDALE

Carbondale General Hospital, opened in 1934, described as "home-like and hospitable" (Pt . II)

By HUNTER J D TAYLOR

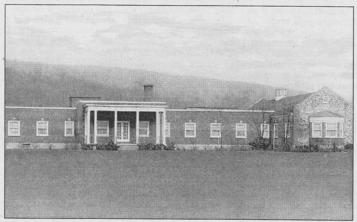
Administrative Assistant Carbondale Historical Society

In 1934, 45 years after the opening of the Carbondale Emergency Hospital, the new Carbondale General Hospital opened on Fallbrook Street.

Headed by a new generation of civic-minded persons, the hospital was guided by a Board of Directors consisting of Henry Bartholomay, D. McM. Blackburn, Frank E. Hemelright, David J. Jenkins, K. A. Lambert, Dr. J. J. MacMillan, Matthew F. Norton, Morgan H. Patten, Peter Sopchak, Ben L. Stone, W. R. Wallis, Arthur Williams, and Constantine Yaworski.

Matthew F. Norton had the distinction of being a member and secretary of the Board since the founding of the hospitalas stated in the hospital's 1934 commemorative booklet. From its opening, the Carbondale General Hospital had never closed its doors, having served "approximately 60,000 patients of all religious faiths."

The room rates for the General Hospital as of 1934 were listed as: ward, \$3 per day; children's ward, \$3 per day; semi-private rooms (two beds to a room), \$4 per day; private rooms with



When the Carbondale General Hospital opened in 1934, it was said to be "in a class by itself" for its variety of wards and individual attention to every patient.

COURTESY CARBONDALE HISTORICAL SOCIETY

lavatory, \$6 per day; and nursery, \$1 per day. (In contrast, the average cost per patient day in 1966 according to The Hospital Council of Lackawanna County was \$30.45.)

In the 1934, "Your hospital at present consists of two wards for men patients, two wards for women patients, a maternity ward, a children's ward, a nursery and ten private and semi-private rooms, with present maximum capacity of fifty adults and eight babies." The hospital proudly defined itself as a "medium-sized hospital in a class by itself," primarily because it lacked

an institutional atmosphere and instead had a "home-like and hospitable" ambiance. Individual attention was given to every patient.

The staff of physicians

The staff of physicians in 1934 comprised the following doctors: John S. Niles (Chief of Staff), U.G. Anderson, D.M. Bailey, A.B. Cimahoski, M.B. Finneran, D.C. Gordon, C.R. Knapp, E.A. Leopardi, W.J. Lowry, L.J. Muthart, R.D. Roderick, Hugh Stevenson, R.J. Touch.

The Carbondale General Hospital and its predecessor, the Carbondale Emergency Hospital, were both proud of

the high level of professional care rendered by them to the general public. In that spirit, and as early as 1900, the Emergency Hospital established a school of nursing. This school was the first school of nursing in the Upper Lackawanna Valley and surely one of the earliest in Lackawanna County.

The hospital was closed in the late 20th century.

(This is the second of two articles on the history of Carbondale's first hospitals. The first part was featured in the NEWS Sept. 15 edition.)

R. L. POLK & CO.'S CARBONDALE DIRECTORY 1912

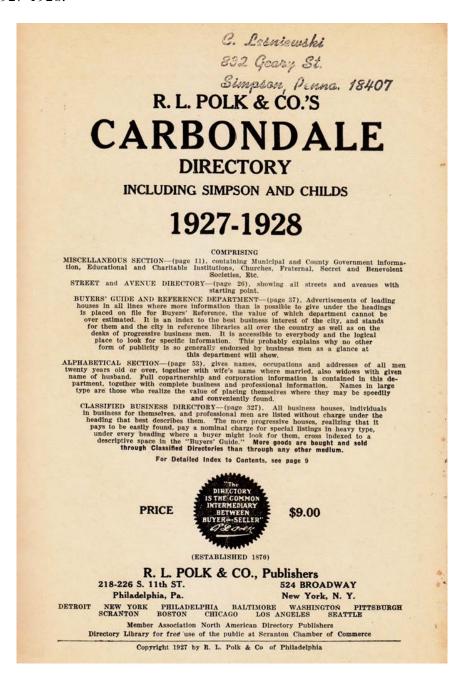
p. 24:

HOSPITALS.

Carbondale City Private Hospital—60 Washington st. A P Troutwein, pres; F M Boyland, sec; E C Ely, treas; Edna J Long, supt; directors, W G Giles, L A Bassett, T A Hendrick, J P Collins, T J Gilhool. Carbondale Emergency Hospital—Hospital, West Side. J A Kelly, pres; M F Norton, sec; C E Downing, treas; Alice Hart, supt; Rt Rev Thomas F Coffey, S S Jones, J Moses, J A Kelley, W J Glennon.

Carbondale, Hospital Staff—J A Kelley, pres; J G Harper, W J Lowry, A Gillis, John S Niles, F F Price, J J Thompson, U G Anderson, John W Grant, Isaac Graves, Jermyn.

Here are the hospital listed in the R. L. Polk & Co.'s Carbondale Directory Including Simpson and Childs 1927-1928:



DISPENSARIES

Penna State Dispensary—35 N Church; Viola Kennedy nurse

HOSPITALS

Carbondale General Hospital—105 Hospital, West Side.
Wm Davison pres, Kenneth Colville v-pres, M F Norton sec, Harry Wright treas, Howard E Neumer supt, S S Jones, A L Sahm, Arthur Wrightson, C E Downing, Kenneth Lambert, W S Badger, Jas Dickson, M Cantwell, Arthur Williams, Leo Healey

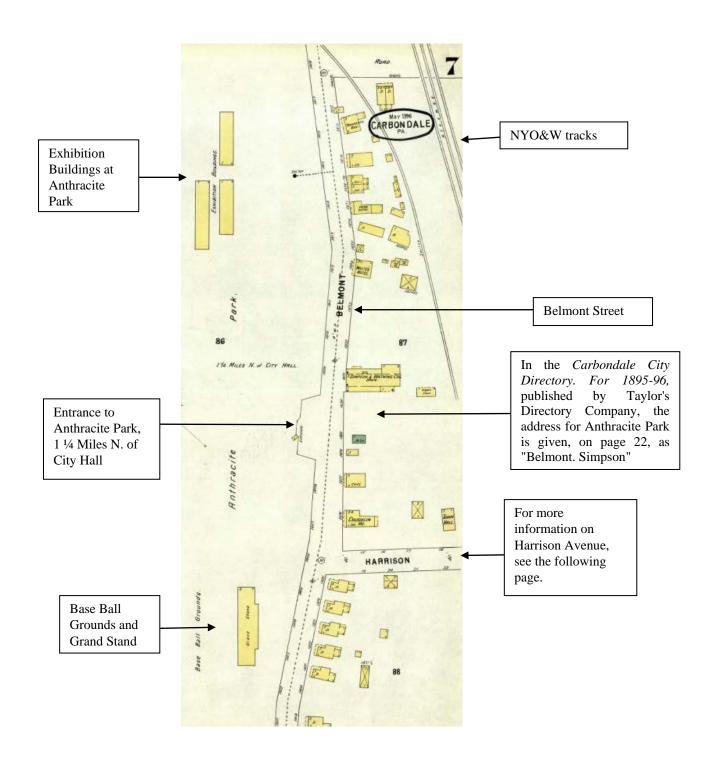
Cantwell, Arthur Williams, Leo Healey
St Joseph's Hospital—Salem av. Mother M Domitella in charge

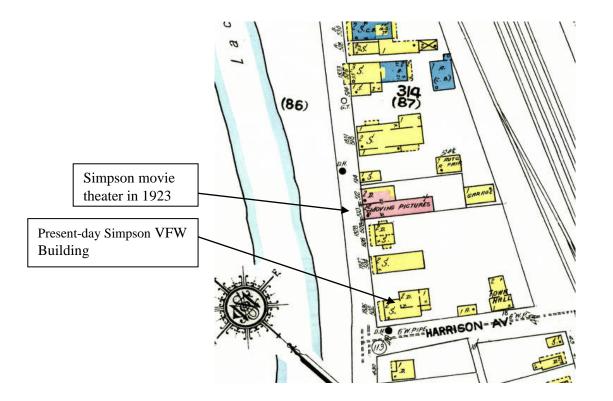
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Anthracite Park

Anthracite Park, located at the north end of the Carbondale D&H Yard, was a very large park, with a race track, baseball grounds, and exhibition buildings. The northern section of the park was located in Fell Township. Anthracite Park was established in 1894, and closed in 1899. It was a very popular destination with the general public during their leisure time.

The northern section of Anthracite Park is shown on the detail given below from page 7 of the Sanborn-Perris Map Co. map titled *Carbondale, Lackawanna Co., Pa., May 1896*.





This is a detail from the 1923 Sanborn-Perris Map Co. Map of Carbondale, on which Harrison Avenue in Simpson is shown. At present, Harrison Avenue is part to Railroad Street (the short section of which intersects N. Main Street at a right angle). The Simpson VFW building, 523 N. Main Street, is at that corner at present.

Anthracite Park covered a very large area. In what appears to be about the center of the park (see map on preceding page), there is a printed note on the map which reads "1 1/4 Miles N. of City Hall." The Clarence D. Simpson and Thomas H. Watkins General Store in Simpson was located on the east side of Belmont Street at about the center of the park. The entrance to the park, on the west side of Belmont Street, was just a little to the south of the Simpson and Watkins store. At the south end of the park, and running parallel to Belmont Street was a large rectangular building identified as "GRAND STAND." The area in front of the Grand Stand is identified as "BASE BALL GROUNDS." The Grand Stand was located just a little to the south of the point where "Harrison" [Avenue] feeds into Belmont Street [called N. Main Street in 2018] from the east. Five detached residences, all of exactly the same design are located on the east side of Belmont Street directly opposite from the site where the Grand Stand was located. The northernmost of those five houses is at the southeast corner of the intersection of Harrison and Belmont. At the north end of the park, a little to the north of where the Park Hotel stood on the east side of Belmont Street, are located three large rectangular buildings that ran parallel with Belmont Street, two of those buildings situated in front of the third, and all three of which are identified as "EXHIBITION BUILDINGS."

A very wide range of sporting events and activities took place at Anthracite Park during its short lifetime: baseball games, bicycle races, dancing, field sports, horse races (trotting and pacing), variety shows, running team races to road wagons, vaudeville performances, wheelbarrow races, sack races, potato races, hundred-yard and half-mile foot races, circuses (one with a ballet direct from the Grand Opera House in Paris), and possibly other kinds of events about which we have not yet learned.

The site on which Anthracite Park was constructed in 1894 was, in the 1870s, used for baseball games and circuses. From an article in the *Carbondale Leader* for June 16, 1877, we know that the Great Roman Hippodrome, Circus and Menagerie "will pitch its tent on the baseball grounds, above the depot, on Saturday of this week." To accommodate that circus, the park had to be fairly large because, from the article about that circus given below, we learn that that circus claims "to cover three acres with canvas, and to have seats for 8,000 people."

"The baseball grounds above the depot": the depot in question in 1877 would have been the Dundaff Street station. "Baseball grounds above the depot" would mean that those baseball grounds were located "on the flats" at the north end of what would become the D&H yard.

Here is the complete text of the article from the *Carbondale Leader* about the arrival of the Great Roman Hippodrome, Circus, and Menagerie in Carbondale in June 1877:

"The Great Roman Hippodrome, Circus and menagerie will pitch its tent on the baseball grounds, above the depot, on Saturday of this week. Two performances will be given, one at two o'clock in the afternoon, and the other at eight in the evening. This concern travels altogether by rail, and it is said to be one of the best shows on the road this season. They claim to cover three acres with canvas, and to have seats for 8,000 people. They advertise to have fifty star performers and seven lady artistes. The two and four-horse chariot races are among the most exciting features of the entertainment. A steam piano accompanies the procession, which is claimed to have cost \$10,000. Doors will be open at one and seven o'clock. Admission fifty cents. Take the little ones and let them once more enjoy the excitement of the circus ring." (Carbondale Leader, June 16, 1877, p. 3)

From an article in the *Evening Leader* in May 1899 about the closing of Anthracite Park in 1899, we learn that Anthracite Park was laid out by the Carbondale Traction Company in 1894. In 1899 it became a D&H coal storage area.

"AT THE PARK. / Preparations Being Made by Traction Company to Remove the Fence—Storing Coal. / Anthracite park which is soon to disappear as an amusement resort was laid out by the Traction company in 1894 at an expense said to be over \$15,000. It was a big city enterprise and much was expected from it. [The streetcar lines built amusement parks along or at the end of their lines in order to promote passenger travel over their lines.] The location was in most respects excellent but the towering hills alongside [at the north end of the D&H yard] did much to detract from the gate receipts at each event as they provided elevated seats for spectators free of charge. The park was, therefore, seldom a money maker except in the case of the first races under the auspices of the Gentlemen's Driving club. Excellent baseball games were seen there in 1895 but the paid admission only met expenses on a few occasions. / The Traction company have had men at work estimating the amount of lumber in the fence which is over a mile long preparatory to taking it down. As the dumping grounds at Honesdale have been done away with it was necessary to select some other point for the purpose and Anthracite park is the most favorably suited. The company always mine their allotment of coal each year and as the market at times does not demand the entire amount taken out it is necessary to dump a portion till the next busy season ensues. It is probable that one or more steam shovels will be used there for re-loading in the fall." (Evening Leader, May 23, 1899, p. 3)

For the 1895 season, Anthracite Park, still incomplete, opened on April 19:

"OPENING OF THE PARK. Onadaga [sic] Injuns Scalped / The Home Team Batted Out Base His and Ran Around Bases Until They Got Tired Piling Up 60 Runs to the Redskins' 6—Features of the Latest. / Anthracite Park was thrown open to the public yesterday and a season of what promises to be unequalled sport was inaugurated. The park is, of course, still incomplete. The grand stand is a thing of the future and there is much grading to be done. / A vast work has been accomplished there, however, considering the weather conditions of late and in the next few days a transformation may be expected. / Visitors to the park yesterday were struck with the natural beauties of the place and the admirable ways in which they were being taken advantage of by those engaged in laying out the new lines. There is a board walk leading in from the big gateway and several terraces sloping down to the tiny brook that runs through the field. The racing track is in course of completion and the judges' stand was finished yesterday. / The debut of the new Carbondale baseball club was the attraction of the park yesterday." (clipping in Gritman scrapbook, dated April 20, 1895)

The grand opening of Anthracite Park in 1895 took place in early May, with Carbondale Mayor Eli Hendrick throwing the first ball over the plate. The Mozart Band were engaged for the occasion. On a newspaper clipping in one of the Gritman scrapbooks, we read:

"OPENING OF THE SEASON. / Mayor Hendrick and a Band to Assist at Anthracite Park. / Tomorrow will be a big day at Anthracite park. It is proposed if possible to have a parade of the ball clubs from one end of the street car line to the other. They will occupy an open car and be accompanied by a band. Mayor Hendrick has consented to throw the first ball over the plate. Invitations to the event will be tendered the clergymen, city officials and other notables and the opening will be an auspicious one. A band of music will entertain the company and other details for the entertainment and comfort of the spectators will be arranged. / The Mozart band have been engaged for the occasion and they will render a concert program at the park before the game begins. The band will report at Hotel Anthracite at 1 o'clock when they will take a street car for Archbald. In that place and Jermyn a number of selections will be rendered. Returning to this city at 2:30 they will head a procession through the principal streets of the Hazleton and Carbondale clubs before proceeding to Anthracite park. There will be an immense turnout to see the game if the weather remains favorable." (clipping in a Gritman scrapbook, dated Saturday, May 3, 1895)

On Thursday, June 27, 1895, bicycle races, under the auspices of the Carbondale Cycle Club (newspaper clipping in Gritman scrapbook, dated Friday, June 28, 1895) took place at Anthracite Park. During the intervals in the races, the Mozart band gave concerts. Here is that clipping:

"FAST RACERS AT ANTHRACITE PARK. / The race at Anthracite park yesterday furnished a delightful afternoon's spot for the crowds who were the patrons of the first national circuit meet held in this city under the auspices of the Carbondale cycle club [see photo below]. The members of the club had worked long and earnestly for the success of the meet and their efforts culminated in a series of brilliant dashes yesterday. / The only thing in which the meet was lacking was fine weather and this was beyond the control of the local committee. The arrangements had been made in that thorough manner. / One of the features of the day was the riding of W. H. Crago of this city. He easily won the Carbondale club championship and would have been successful in his other entry, the one mile novice race, but for an unfortunate accident. His trainer did not give him a good start and as a consequence he was thrown against the fence. He at once remounted and even under this disadvantage came in second. / There was a goodly attendance despite the forbidding aspect of the heavens—but it would have been much larger under more favorable weather conditions. Surrounding towns expected to send large delegations and these were debarred by the expected postponement of the meet. A telegram from Honesdale at noon stated that it was raining hard in the Maple city. Many therefore stayed at home and this was but one of the instances that accounted for the lack of expected patronage at the park. WANTED TO STAY IN LINE. / Among the bright little lads of this city is Clarence Giles. He is also an enthusiastic bicycle rider and had anticipated yesterday's events with much pleasure. He started out bravely with the parade yesterday morning and held his own for the first round of the outlying streets. As the cyclists came up Main street however the pace grew too fast for his little feet and at Lincoln avenue he had to fall out. He sat down on the curb stone and as the parade

passed out of sight the tears welled up into his eyes. Several bicyclists who happened along comforted him and gave him a lift to a point at which he could again get into line with the local club. / GREAT FANCY RIDING. / One of the pretty exhibitions of the day was the trick riding by Sid Black of Cleveland. He is the champion trickster of the United States and his feats yesterday were loudly applauded. Had the club known that they would be able to make satisfactory arrangements with Black he would have been billed as one of the features of the day. He appeared in a wine colored suit his velvet jacket button high at the throat. Black was here some years ago and was surprised yesterday at the recent changes in the city." (Carbondale newspaper, Friday, June 28, 1895)

Shown below is a photograph of four members of the Carbondale Cycle Club (mentioned in the clipping given above) and their Harley Davidson motorcycles.



Four members of the Carbondale Cycle Club and their Harley Davidson motorcycles. Photo taken on Main Street in Carbondale. On the far right is Clell Anderson (father of Louise Anderson); second from the right is the father of Bill Wallis. The member on the far left appears to be Abe Sahm, who was Mayor of Carbondale, 1908-1912. Photograph donated to the Carbondale Historical Society in 2007 by Louise M. Anderson, daughter of the cyclist on the far right.

In late December, 1895, Anthracite Park was flooded when the Lackawanna River overflowed, but the race track there was not damaged by the flood waters:

"At Anthracite Park last night nature, in short order, accomplished what W. J. Byrne spent weeks and hundreds of dollars to effect, without avail. The river overflowed and filled the basin with water. Three or four acres are covered and a good freeze up is all that is needed to make good skating. It seems to be the opinion that the basin will retain the water. The track [trotting and pacing horse races were held here] has not been damaged to speak of but if the water had risen a few inches higher it would have been." ("Silk Mill Flooded, Damage Done by Last Night's Violent Rain Storm," clipping, dated December 30, 1895, in scrap book at Historical Society)

When Anthracite Park opened in 1898, the race course there was governed by the rules of the National Trotting Association. Six horses in the stables there would take part in the Decoration Day races at the park. Four of those horses belonged to J. M. Sherwood of Scranton, and two of those horses belonged to Z. C. Bell of Carbondale. A baseball game was also scheduled for Decoration Day, as were field sports and dancing in the evening:

"FINE SPORT AT THE PARK / A Great List of Races Has Been Arranged for the Opening on May 30. / Extensive preparations are being made for the opening of Anthracite park which will occur on Decoration day. The race course will hereafter be governed by the rules of the National Trotting association, which will add greatly to the interest of the events of this season. Riders and drivers of previous seasons have taken advantage of the fact that it was not an association track refusing to obey the starter knowing that his fines though imposed could not be enforced. / . . . There are six horses at the stables in the park at present, four belonging to J. M. Sherwood, of Scranton and two to Z. C. Bell of this city. . . . The horses that will take part in the Decoration Day races and their marks as far as we can learn are . . . The track is reported to be in excellent condition, the management having expended much time and money on this improvement. Aside from the track events on Decoration day there will be a baseball game, field sports and dancing in the evening." (Evening Leader, May 6, 1898, p. 6)

Three days before the grand opening on Decoration Day in 1898, "a beautiful decorated car conveying the Germania band was seen upon the streets [of Carbondale] advertising the opening of Anthracite Park on Decoration Day." The car proceeded down the valley, announcing the opening. On the 28th, that same car traveled to Forest City and Vandling. The outlook for the season was good, with Messrs. Giles and Fee at the head of the Park.

THE OPENING OF THE PARK. / A Great List of Events Arranged for Memorial Day Under the New Management. / Last evening a beautiful decorated car conveying the Germania band was seen upon the streets advertising the opening of Anthracite Park on Decoration Day. Colored lights adorned the sides and ends of the car while the trolley pole was simply a blaze of light. A trip was made to Peckville and along the line enthusiastic crowds cheered the excellent music, beautiful display and speeches that were made from the platform as the car stopped at each town. Tonight the car will visit Forest City and Vandling. What promises to be one of the most eventful and prosperous seasons of amusement at the park will open Monday and with the Messrs. Giles and Fee at the head the pubic are assured a treat. / Horse racing, bicycle races, a variety show, ball game and dancing will be the general order of the day. . . " (Carbondale Leader, May 28, 1898, p. 2)

Opening day, Decoration Day, 1898, was a huge success at Anthracite Park. Nearly 4,000 persons paid admission to the park, and the horse races were all closely contested, enough to make them exciting. Between the heats the spectators were entertained by vaudeville performers. The show continued in the evening and dancing was added to the program. The vaudeville show was given throughout the first week following Decoration Day.

"INTERESTING HORSE RACES. / Nearly Four Thousand Persons Saw the Sport at Anthracite Park Yesterday Afternoon. / The races at Anthracite Park yesterday afternoon were enjoyed by the largest crowd that has ever assembled to witness contests on that popular race track. Nearly 4,000 persons paid admission. The races were all closely contested enough to make them exciting, though the fields were small in almost every case. The most exciting event, and the one that was by all odds the favorite with the populace, was a novelty that was not on the card. It was a running team race to road wagons. . . The drivers were George Giles and John Wedeman's. Mr. Wedeman's team was an oddity in itself as it consisted of a large boned sorrel and a diminutive black weighing little more than half as much as its mate. The little one showed himself to be the gamiest horse in the race, and pulled his heavy fellow to victory. Mr. Giles took the first heat, in 1.06. Mr. Wedeman won the next two in 1.05 and 1.07 respectively. / There was an exciting incident in the first heat of the green race. George Wilson, Dr. Niles' colored driver, held the ribbons behind P. H. McGeever's Carl M. E. A. Howell's Boy Fred had the pole, and Zip Bell's Prince was on the outside. As the trio turned into the first quarter the colored boy who was on a bicycle sulky was crowded between the two wooden vehicles of his competitors. The other horses broke, but he held his as steady as a clock, immediately took the lead, and came down the stretch two lengths in advance of the next. As he neared the stands spectators were surprised to see his wheels bent under him. / .Between the heats the spectators were entertained by vaudeville performers. The show continued in the evening and dancing was added to the program. The vaudeville will be given each evening this week." (Evening Leader, May 31, 1898, p. 6)

A broad range of activities were lined up for Independence Day at Anthracite Park: horse races (trotting and pacing, running team and others), wheelbarrow races, sack races, potato races, hundred-yard and half-mile foot races, and other like contests. Fifty horses are now stabled at Anthracite Park.

"THE FOURTH AT THE PARK. /. Races Arranged for Independence Day Which Will Draw a Large Crowd to the Popular Race Track. / There will be no need of Carbondale residents being at a loss for a place to spend Independence day in a fitting manner; for the management of Anthracite park are making arrangements for a program of unusual interest at their popular resort. The holiday races at the park have always been largely attended, but the crowd on the Fourth of July ought to break all records if the attractions offered are any criterion. A big card of horse races, trotting, pacing, running team and others are offered. Besides these

there will be interesting athletic events, which will be amusing and hotly contested. They will consist of wheelbarrow races, sack races, potato races, hundred yard and half mile foot races and other like contests. / . . There are now nearly fifty horses in the park stables, which are kept there for training purposes. Many of these are entered for the races, and there will be others from several cities. . . / Admission to the park for the afternoon events will be 15 cents. The races will begin at 2 o'clock promptly." (*Carbondale Leader*, June 24, 1898, p. 2)

In late May, 1899, it was announced that Anthracite Park would close, and that the D&H would again assume possession of the site, to be used to store coal. The last horse race meet at Anthracite Park, it was announced on May 22nd, would take place on Memorial Day, 1899:

"ANTHRACITE PARK GOING. / Our Race Course Will Soon Give Way to Big Coal Piles—Eighth Avenue Crossing. / The changes which the Delaware and Hudson company are making or have in contemplation around the city are so many and important as to claim all attention and discussion. The latest one to become generally known is that anticipated in the LEADER some days ago concerning Anthracite park. / This popular resort will soon be a thing of the past and in its place mountains of coal will rise. It is understood that the Traction company have been notified to vacate on or about June 10 and that the railroad company will then again assume possession. The land was rented to the Traction company for an indefinite period and only upon express agreement that it could be re-entered upon at any time the Delaware & Hudson needed it for their business. / That time has now arrived and the spot that has been the scene of many exciting sporting events will soon be transformed into a sober business place. It is to be used for storing coal—a novelty in this section which has known only culm piles. The park will be much missed by all and its absence will make a considerable difference in the life of Simpson. Its demolition will mean the end of horse racing in this city and as the last meet on that track will occur on Memorial day there will doubtless be a big attendance. . ."(Carbondale Leader, May 22, 1899, p. 5)

On June 3, 1899, what might have been the last show to take place at Anthracite Park, was a performance there by the Wallace Circus. There was a grand and highly successful circus parade through Carbondale on the day of the circus, followed by afternoon and evening performances. The circus performance was arranged in nineteen displays and eleven hippodrome events. An unusual feature of the circus was a ballet direct from the Grand Opera House at Paris. Here is the review of the Wallace Circus that was published in the *Carbondale Leader* of June 3, 1899:

1899: "FINE PARADE, GREAT SHOW. / The Wallace Circus Visited by a Big Crowd This Afternoon—Some of Its Features./ This is the day when the school teachers' desks are piled usually with excuses; when the bookkeeper relinquishes his pen; the mill man becomes suddenly overcome by heat and the business man kindly takes his little boy to see the circus. The

great Wallace shows are in town. / Circus day is always a great day. The whole town turns out. Everybody get that disease known as elasticity of the thorax, and while the city bred ones pretend to make fun of their country cousins they are just as curious as the gingerbread and peanut consuming ones. / The circus arrived early. It was greeted by the usual big crowds who enjoy seeing a circus unload while at the park every resident of Simpson and his wife and sons and daughters were there to see the big canvas lifted. It was evident from the appearance of the circus as it was being unloaded and hauled to the park that it was the real thing. The horses were clean and well groomed and there was a brightness and nattiness about even the truck wagons which showed excellent care and wise management/ The parade moved from the park at 10 o'clock and made a good impression. There was plenty of music, lots of tinsel and red paint and fancy dressed men and women and calliopes, which are all that is necessary in a circus parade. The streets were lined with spectators and there were the customary ejaculations of delight when the pretty things went by. / The matinee was commenced at 2 o'clock and the entrance opened an hour earlier. The performance was arranged in 19 displays and eleven hippodrome events. There are some startling and new features in the programme well worthy the admiration of lovers of the art acrobatic. The Livingstons and Emma Donovan performed some astonishing feats on the aerial bar and trapeze. The Stirk family upset all the laws of gravitation by their remarkable performances on ordinary bicycles. Mlle. Norada French created a sensation by curling herself up in ball and rolling up an incline. The Nelson family excelled even their previous reputation for they had greater latitude than when on a stage. They are the greatest of all acrobats. William Melrose, the leading American horseback rider made a distinct hit. An unusual feature was a ballet direct from the Grand opera house, Paris. These are only a few features of the show picked at random. The bareback riding and trapeze work was all good and the clowns nearly caused a riot by springing some new jokes and doing 'new business.' Taking it all around it is a good show." (Carbondale Leader, June 3, 1899, p. 2)

During the Saturday afternoon performance of the Wallace Circus at Anthracite Park, a ringman for the circus, Jacob Zartman, aged about 45 years, died of heart failure.

"CIRCUS MAN'S DEATH. / An Employe of the Wallace Show Died While Lying Under a Tree on Saturday. / Jacob Zartman, aged about 45 years, unmarried, died suddenly at Anthracite Park, Saturday afternoon, while the performance of the Wallace circus was in progress. He had been with the circus aggregation fourteen years, and was what is known as a ringman. For some time past he had been in ill health and Saturday he was sitting between the main tent and the dressing tent, directing some affairs, when he called to a friend and asked him to take his place. He said he did not feel well, strolled across the park to the shade of a large tree, threw himself on the ground and died. Heart failure was said to be the cause. / The showman at once raised fifty dollars and placed it in the hands of alderman [Samuel Sheldon] Jones for the purpose of paying burial expenses. The remains were taken to McHale's undertaking rooms. It

was learned that a brother, Joseph Zartman, resides in Macy, Indiana, and a telegram was sent to him. / Alderman Jones empanelled the following jury: Thomas Leyshon, P. J. Neary, J. Hines, E. A. English, Michael Moran and E. J. McHale. The testimony of several witnesses was heard, and the case adjourned until this afternoon, when coroner Roberts will hold a post-mortem examination." (*Carbondale Leader*, June 5, 1899, p. 2)

A very detailed description of the coal storage facility that would take the place of Anthracite Park was published in the *Carbondale Leader* of July 22, 1899:

"THE PASSING OF THE PARK. / How Coal Will Be Stored There in the Near Future— Mammoth Carriers. / Those who have not visited Anthracite park lately would scarcely recognize it if passing that way today. Its entire make-up is being changed and when the transformation is complete a notable addition to the city's industries will have been made. / Today 110 men are busy in grading the grounds and putting in the new tracks by which coal will be stored there by the Delaware & Hudson. While this force is a large one it is estimated that they will not have completed the extensive changes before late in the fall. The coal is to be stored in piles as stated some time ago and the necessity for the storage is that the company have determined to mine their full allotment whether there is immediate demand for it or not. / Seven tracks are to run through the center of the park and three at the upper end. The coal is to be shoveled into position and reloaded upon the cars by two mammoth and powerful pieces of apparatus which are new to this section and the details of which the company is not ready yet to give out. They will be operated by two stationary steam engines. / Of the seven tracks the two outside ones will have pits beneath them into which the coal will be dumped and then taken by the carriers to the piles. There will be four of these piles on the east side of the tracks and two on the west side. The track on which the carriers will run will consist of a single rail arranged in a half circle around the piles. It is laid on ties and the plans call for a number of these rails, thirty feet apart; probably to allow for the growth of the piles and the consequent necessary changing of the carriers to be effective." (Carbondale Leader, July 22, 1899, p. 5)

In an article in the *Carbondale Leader* of July 25, 1899, a representative of the D&H observed that if the company had more coal cars available that there would be a significant increase in activity at the coal storage facility at the north end of the Carbondale yard and in the anthracite industry as well. A coal storage facility, he explained, in addition, was necessary because the demand for all grades of coal is not uniform and it is necessary to have a storage facility where various grades that are not in constant demand can be stockpiled.

"THE LACK OF COAL CARS. / Is the Only Thing That Is Holding Back the Anthracite **Trade—Dumping at the Park.** / The outlook for the coal trade in this section has a rosy hue, if the statement of a gentleman who is a position to know is true. He stated positively that the miners in the employ of the Delaware & Hudson company would be working on full time if the company had more cars at its disposal. 'Hundreds of these cars,' he said, 'are scattered all over the United States, some loaded with coal being forwarded to destination, and some empty that are being returned. Stocks at tide water, are extremely low and dealers are putting in their fall and winter supply. / 'This is the season of the year,' he continued, 'when the millionaires and wealthy business men are away on their vacations and during their absence their coal bins are being filled for the year.' It was his opinion that the present rush will continue for some time on account of the increased demand for which there are several causes. One of these is the flourishing condition of the vast business interests of this country. The demand is really greater than the supply. / Speaking in regard to the change of the park from a race track to a coal dumping station, he said, that this is rendered necessary, because the demand for all grades of coal are not uniform. There are various grades, viz: broken, grate, egg, stove, chestnut, pea, buckwheat, birdseye, and rice. Now, said he, 'suppose there is a large demand for all grades except broken, grate and egg; these are made by the breaking process, and when there is no sale, coal of this class is dumped in large piles till wanted, then it is scooped up by machinery and loaded in cars and shipped / 'The company,' he said, 'formerly had a dumping ground at Honesdale, but when the gravity road was abandoned, arrangement had to be made for the establishment of a dumping ground here. The steam sizes, he went on to say, 'are always saleable on account of the large consumption. If we had the cars, this would be a busy place, I tell you. There would be plenty of work for the miners and everybody else connected with the trade.' / He spoke of the flourishing condition of the iron industry, saying that when the iron trade is booming, it can be regarded as an index or indication of the business interests of the country. In this connection he said that the grade of coal known as broken which is used extensively in the manufacture of certain kinds of iron, just now has a large sale. It was his opinion that miners in this valley will see better times in the future than for several years past." (Carbondale Leader, July 25, 1899, p. 6)

The 25-acre Anthracite Park site will become a storage facility for coal for which there is no immediate demand. There will be many miles of railroad tracks in the facility. Six months will be required to construct this storage facility, in which there will be six mammoth trusses, which are in the shape of an inverted letter V standing approximately about one hundred feet high. In the *Carbondale Leader*, August 2, 1899, p. 5, we read:

"BUSY SCENE AT THE PARK. / Some Description of the Work Being Done on the Big Coal Storage Plant There. / The coal storage plant that is now in the course of construction in this city by the Delaware & Hudson company is a gigantic enterprise and will redound to the interest not only of the miners and the company but to the city generally. As has been stated, the

plant will occupy what was formerly known as Anthracite park, comprising about twenty-five acres, and it is proposed to make it a dumping ground for coal for which there is no immediate demand. Hence the company use the term of 'Coal Storage.' As is well known, when the coal is brought from the mine and passes through the breaker, it comes out in various sizes for each of which there is a distinctive name. When there is no demand for certain kinds it is to be dumped or stored upon this ground 'till wanted. / MUCH FILLING. / In the first place, the erection and construction of the plant is a wonderful piece of engineering skill. The entire park will be made as level as a house floor. At present there is a large force of men with wheelbarrows, carrying earth and dumping it into the low places. Then there is a team and several men with a scraper doing the same thing. The large bank of earth which looks more like a hill than a bank, on the north end of the park will all be taken to fill in the low places and make the ground perfectly level. / On the west side a railroad track has been built and long train loads of culm and ashes are being brought in to help in the filling up and leveling process. Then at the south side there has been erected a shanty fifty or more feet in length in which is stored the tools of the men employed. In one end the engineer and others having charge, have an office. All of these men are skilled, and they are busy in scanning long sheets of blue print upon which the plans for the entire plant is set forth. / ALL ON THE JUMP. / Every thing is on the move. The men are all in a hurry. It appears that the company are in great haste to complete the plant. Indeed, it is probable that the company never in its whole history, decided so quickly on the construction of a similar plant. When the Gravity road was abandoned the company had to relinquish its storage ground at Honesdale and immediately commenced to seek some other place near its base of operations, so this park was reclaimed from the Traction company who held a temporary lease on it. The move was made so quickly that all of the plans for the plant are not yet complete, and at the company's shops the work of making the iron part necessary is being rushed with all possible celerity. / CRUSHED STONE. / Yet it is a Herculean task, and probably will take six months to complete the work. At the south end, also, a stone crusher was placed in operation today, and there is a large force of men engaged in drawing common field stone that are placed in the remorseless maw of this powerful machine and crushed. / This stone will be used in the concrete for building the foundations for the mammoth trusses which are in the shape of an inverted letter V standing approximately about one hundred feet high. / As the stone is crushed, it is carried to a large hopper at one end which holds nearly a wagon load. There are several teams engaged in drawing this crushed stone to a point where it will be used in constructing these foundations. The teamsters simply drive their wagons under the hoppers and open a side which permits the stone to roll into the wagon. Near here are immense piles of iron rails that will be used in constructing the track for the many railroads that will cross the grounds./ A BIG YARD. / In fact, these grounds, in one sense, will be like a large railroad yard. There will be miles of track. It is proposed to erect six trusses, as stated above, and when the cars are brought in loaded with coal they are handled by an appliance in these trusses and dumped upon the heaps of coal. The plans provide for four piles on one side of the system of tracks, and two on the other. Between these huge piles, having a capacity of from 25,000 to 40,000 tons of coal each, there will be a perfect

system and net work of railroads, so that when there is a demand for the coal, the cars can be run and loaded readily. There is an appliance connected with the trusses, operating upon a pivot in such a manner that the coal is scooped up with ease and placed in the cars. / 500,000 BRICK. / In the construction of this plant, large quantities of material will be used. It is estimated that at least 500,000 brick will be necessary, beside large quantities of cut stone, and thousands of tons of iron. This plant is an important feature not only to the company, but to every resident of this city. When it is completed, it is the understanding that the company will be in shape to mine more coal than formerly and thus its employees will have more work; which means that happiness and sunshine will be carried into many homes." (*Carbondale Leader*, August 2, 1899, p. 5)

From an article in the August 11, 1899 issue of the *Carbondale Leader*, we learn that about 150 men are hard at work constructing the D&H coal-storage facility on the Anthracite Park site:

"PUSHING THE WORK. / There Is a Busy Scene at Anthracite Park Just Now. / The work of erecting the coal storage plant at Anthracite Park is being pushed with all possible speed. A large force of men are employed, probably 150. About a third of the ground has been graded so that it is as level as a house floor. This part of the work will be continued till the whole plot is made perfectly level. Three of the hoppers, or bases of the gigantic trusses are nearly completed. These are made of stone and the walls are four feet thick. The work of grading is a slow process, so three temporary railroad tracks have been built to carry in earth and refuse matter from the mines." (Carbondale Leader, August 11, 1899, p. 2)

It is expected that the storage facility at the north end of the Carbondale yard will be completed by December 1, 1899:

"A BUSY SCENE. / New D. & H. Storage Ground at Anthracite Park Will Be Completed by December First. / The large force of men at Anthracite park have transformed that once famed pleasure ground into a place that will soon in reality merit the tile 'Anthracite park.' Masons are almost through laying immense stone abutments for the circular trestle, and the brick foundation for the steam coal-handling appliances are now completed. / The company is pushing the work with hopes of completing the storage plant by December first and the trackmen under John Eaton have already made an excellent showing in placing the tracks. The grading, too, is well under way and it will be but a few days before the work of concreting is begun. / The scene is one of activity, every workman being pushed to his utmost. Yesterday the first consignment of timber arrived and a large force is engaged in unloading it from the cars and placing it in readiness for the carpenters." (Carbondale Leader, September 9, 1899, p. 5)

From an article that was published in the *Carbondale Leader*, October 2, 1899, p. 6, we learn that at an average rate of one car a minute, ninety six rail cars of dirt were unloaded at the Anthracite Park site. The dirt was then leveled as a base for the coal storage facility:

"HONESDALE ASTONISHED. / All the Maple City Residents There Went to See the Dirt Scraper Last Week. / Harry C. Wolcott, who for a long time has had charge of the through freight between this city and Wilkes-Barre, is now engaged in the service of the Delaware and Hudson company at Honesdale, where he has charge of the construction of a railroad yard and three bridges. It is probable the work will not be completed before spring. George Aunger is also there in charge of a construction train, and is engaged in filling the basin. / The Wayne Independent says: The large 'flats' which are used for the construction train arrived from Carbondale on Wednesday and Thursday. George Aunger, of Carbondale, who was with Company E, Thirteenth regiment, Pennsylvania Volunteers, will act as conductor of the new train. Calvin Kimble, of Carbondale, engineer of No. 39 and Howard Fitch, of No. 16, fireman. The train consists of two sections of nine cars each and while one section is being loaded at Seeleyvile the other will run to Honesdale and unloaded by the patent car shoveler which came here on Wednesday. The second train load of dirt was unloaded by this patent device on Thursday afternoon and was witnessed by a large number of town people who never saw anything of the kind before. Conductor Harry Wolcott, of train No. 11, says that at Anthracite park, Carbondale, 96 cars were unloaded and the dirt leveled each day at the average rate of one a minute. It is not expected that as many will be loaded here because of want of track room." (Carbondale Leader, October 2, 1899, p. 6)

Farview Park:

Volume VII in this D&H series is about Farview Park, which opened in 1885 and was an enormously popular destination for tens of thousands of persons in the period 1885-1900. Detailed information about Farview Park is presented therein. In addition, that volume contains detailed information on three other parks in the anthracite region at that time: Alumni Park, Lackawanna Grove, and Murdock's Grove.

Distinct Communities along the Line of the Gravity Railroad

The employees at each of the inclined planes, especially the engineers who worked the engines at the heads of those planes, lived near those planes. At some of those planes, at Plane No. 4, for example, small communities, with a very high quality of life, were established by the residents of those communities.

The motivation that stimulated the actions on the part of such residents which resulted in an enhanced quality of life was not a desire to correct a negative situation. Those residents did not, to be sure, see themselves as oppressed or deprived. Rather, they saw themselves as establishing/living in a community where, for example, there was not a house of worship and in which, it was their belief, there was a need for one. Recognizing that need, they took the steps necessary to fulfill that need, and in so doing they enhanced the quality of life in their community and in their lives.

Let's take a look at No. 4, the community and, consider the steps taken by the people who lived there which resulted for them in an enriched quality of life.

There was not a house of worship at No. 4, as we said. The residents at No. 4 established one.

The M. E. Chapel that was established at Number 4 was officially recognized as a desirable and valid addition to community life there by the Carbondale religious establishment. As such, on Sunday, February 27, the Rev. W. B. Grow, the pastor of the Carbondale M. E. Church preached at Number 4 Chapel at half past two o'clock in the afternoon (after his in-town morning pastoral obligations at the Carbondale M. E. Church had been fulfilled). In the *Carbondale Advance* of Saturday, February 26, 1876, we read:

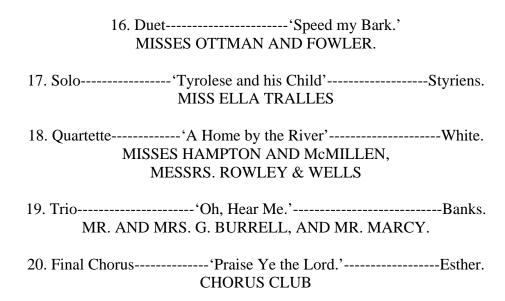
"Rev. W. B. Grow of this city, is expected to preach in the M. E. Chapel on the mountain, on Sunday afternoon at half-past two o'clock." (*Carbondale Advance*, February 26, 1876, p. 3)

In Carbondale, in general, there was strong community support of this Chapel initiative at Number 4, and a grand concert in aid of the Number 4 Chapel fund was presented on December 19, 1877 by the Carbondale Musical Association in the M. E. Church in town. In the *Carbondale Advance* of December 15, 1877, the program for the grand concert, as well as a notice about tickets for the concert and a statement of three good reasons that ought to induce almost every one that can possibly afford it to attend this concert are given. Here is that article:

"The Concert. / A grand concert will be given by the Carbondale Musical Association, in aid of Number 4 Chapel fund, on Wednesday evening, the 19th inst., in the M. E. Church. / The following attractive programme will be presented on the occasion:

1. Chorus------Esther. CHORUS CLUB.

2. SoloSullivan. MISS FANNIE FOWLER.
3. Quartette'Down by the Deep, Sad Sea.' MARCY, CHAPMAN, WELLS & JOHNSON
4. Solo'Kathleen' MISS HATTIE HAMPTON
5. Chorus'Part of Act First.'Belshazzar. CHORUS CLUB
6. DuetWhite. MESSRS. MARCY AND EVANS.
7. SoloRoot. MRS. A. C. HALL
8. Duet
9. Descriptive Solo'Wrecked and Saved' MR. WM. D. EVANS.
10. Chorus'The Voice of the Bridegroom.'Bel'r. CHORUS CLUB
11. Solo & Chorus'I am Waiting, Essie Dear.' JOHNSON, ASSISTED BY EVANS, PARRY, MARCY
12. QuartetteKinkel. ORCHARD, WHEELER, SMITH & MARCY
13. SoloMattei. MISS CARRIE OTTMAN.
14. Trio
15. Chorus'We will Give Thanks.'Belshazzar. CHORUS CLUB



The price of tickets will be 35 cents; children under twelve years, 25 cents; reserved seats, 50 cents; and are for sale at H. B. Jadwin's and Pascoe & Scurry's; sold also by Messrs. M. E. Johnson and Pierce Butler. / There are three good reasons that ought to induce almost every one, and one or the other will no doubt induce every one that can possibly afford it, to attend this concert. First—Every one, young and old, may be sure of a treat such as they rarely have an opportunity to enjoy. Second—The encouragement of our home talent, and especially of this association, which has spent so much time to improve the musical talent of our city, and the benefit of whose labors are felt in all our social and religious gatherings; they ought to be complimented and encouraged. The third and main reason is the object for which the concert is given—to aid in building a chapel for the mission work of the church. A nobler object could not be presented. For this reason alone the house should be packed." (Carbondale Advance, December 15, 1877, p. 3)

An interest in music generally was manifest at No. 4. On October 14, 1882, at the residence of the sister of Nicholas Floor, Jr., a grand musical celebration took place. The main focus of the celebration was the new organ that Nicholas Flood, Jr. recently presented to his sister. All of the musicians of the neighborhood were invited to attend, and there was "some expert dancing done, especially by the older members of the gathering." In the *Carbondale Leader* of October 20, 1882, we read:

"Mr. Nicholas Flood, jr., of No. 4, has just presented his sister with a fine new organ, and it was initiated on Saturday night with appropriate ceremonies, all the musicians of the neighborhood being invited in to participate in a grand musical celebration. There was some expert dancing done, especially by the older members of the gathering. A good time generally was had." (Carbondale Leader, October 20, 1882, p. 2)

Recreational activities, such as riding on "coasting" sleighs, were also available on No. 4 Hill, and those persons "whose scruples for breaking the Sabbath are not very strong" were invited to participate in this winter-time activity on Sunday, January 21, 1883 on No. 4 Hill. That we know from the following announcement that was published in the *Carbondale Leader* of January 19, 1883, as follows:

"Any person whose scruples for breaking the Sabbath are not very strong can satisfy his desires by repairing to No. 4 hill next Sunday afternoon, where 'coasting' sleighs will be furnished him." (*Carbondale Leader*, January 19, 1883, p.2)

Riding on coasting sleighs was a very popular winter sport in the late nineteenth century and during the first half of the twentieth century. Such sleighs were made by companies such as the Eclipse Coasting Sled Manufacturing Company, in many shapes, sizes, names, and colors, and designed specifically both for girls and for boys.

Shown below are two sleds that were designed by the Eclipse Coasting Sled Mfg. Company from Connecticut. On the right is the "Daisy Coasting Sled", which was made in two sizes especially for girls. On the left is the "Eclipse Coaster" designed for boys or larger people. Both sleds were made of ash and were varnished.



Nineteenth-century coasting sleighs:





More on sleighing:

Also on the same page of the *Carbondale Leader* (p. 3, January 11, 1873) is the following notice: "There was never better sleighing in this vicinity than we had had for several days past. The thaw last week diminished the quantity of snow and made the sleighing better than it was before. Moonlight nights and good sleighing have been hugely enjoyed by the young people, and by many of the older ones, and they have improved the time. Almost every evening, parties from adjoining towns have visited this city, staid for hours, and returned home happy. Young ladies who can have their lovers with them are never so happy as when seated in a sleigh 'with warm robes surrounded,' and listening to the jingling of the bells of course."

In the second week of February 1882, sleighing in Carbondale, followed by parties at the Harrison House and the American House, were especially popular. In the *Carbondale Advance* of February 11, 1882, we read:

"Sleighing! Sleighing! / We have had grand sleighing this week, and our hotels, both the Harrison House and American House have been full of parties and guests, and all have been finely and most satisfactorily entertained. No hotels in Northern Pennsylvania give better satisfaction to their patrons." (*Carbondale Advance*, February 11, 1882, p. 3)

In mid-March 1885, ten couples enjoyed a sleigh ride to Greenfield, where they stayed over night. Both going to Greenfield and returning to No. 9, they had a rough time on account of the drifts:

"A party of ten couples from No. 9 enjoyed a sleighride to Greenfield last Friday night, returning at 6 o'clock Saturday morning. They had a good time while there, but they had a rough time going and coming, on account of the drifts." (Carbondale Leader, March 17, 1885, p. 1)

Back to No. 4:

On Sunday, April 8, 1883, at 1:30 P.M., a Sunday School was established at No. 4 Chapel. The following announcement was placed in the *Carbondale Leader* of April 6, 1883:

"No. 4 chapel Sunday school will be organized next Sunday at 1:30 P.M." (*Carbondale Leader*, April 6, 1883, p.3)

The officers of that Sunday School were announced in the *Gravity Notes* in the *Carbondale Leader* of April 13, 1883, as follows:

"The following are the officers of No. 4 Chapel Sunday School: C. L. Stanton, supt.; John Carrell, asst. supt.; Jasper Vail, sec.; J. E. Ketchum, treas. All are most earnestly requested to attend this Sunday school and help on the good cause." ("GRAVITY NOTES," *Carbondale Leader*, April 13, 1883, p. 3)

Three interesting notes about No. 4:

1. John Haley, headman at No. 4, moved into William Williams' house, near the chapel, on Monday, April 9, 1883:

"John Haley, headman at No. 4, moved into William Williams' house, near the chapel, on Monday." ("GRAVITY NOTES," *Carbondale Leader*, April 13, 1883, p. 3)

2. During the third week of April, 1883, there was a large flock of wild ducks on No. 4 pond:

"There was large flock of wild ducks on No. 4 pond this week." ("GRAVITY NOTES," *Carbondale Leader*, April 20, 1883, p. 3)

The spiritual needs of community members were regularly addressed at No. 4.

On May 6, 1883, Rev. L. D. Floyd preached at No. 4 Chapel. Beginning in June 1883, there was preaching in the Chapel at No. 4 on the first Sunday of each month at 2:30 P.M. That we know from the following notice that was published in the *Gravity Notes* in the *Carbondale Leader* of May 11, 1883:

"Rev. L. D. Floyd preached at No. 4 chapel on Sunday last, and hereafter there will be preaching the first Sunday of each month at 2:30 P.M." ("GRAVITY NOTES, *Carbondale Leader*, May 11, 1883, p.3)

The residents at No. 4, where prayer meetings were held in the Chapel there on Sunday evenings, invited the world outside of No. 4 to participate in and benefit from their high quality of life by attending those prayer meetings. In the *Carbondale Leader* of May 25, 1883, we read:

"Very interesting prayer meetings are held at No. 4 Chapel on Sunday evenings. The Carbondale people are invited to come up and help us in the grand work." (*Carbondale Leader*, May 25, 1883, p. 3)

On the first Sunday in June 1883, as scheduled, preaching was announced, as follows, in the Chapel at No. 4. In the *Carbondale Leader* of June 1, 1883, we read:

"There will be preaching at No. 4 chapel next Sunday afternoon at 2:30." (Carbondale Leader, June 1, 1883, p. 3)

Excellent spiritual care was available at No. 4, and the outside world was invited to avail themselves of that care. In two articles in the *Carbondale Leader* of June 1883, we read:

"Rev. L. C. Floyd preached one of the best sermons at No. 4 chapel last Sunday, ever delivered there." (*Carbondale Leader*, June 8, 1883, p. 3)

"Rev. L. D. Floyd is expected to preach at No. 4 chapel next Sunday at 2:30 P.M. All are welcome." (*Carbondale Leader*, June 29, 1883, p. 3)

The residents of No. 4 made it publicly known that No. 4 was a community with values, and that those persons who threatened those values would be apprehended and punished. In the *Carbondale Leader* of July 27, 1883, p. 2, we read:

"Some boys threw stones at the windows of No. 4 Chapel last week, breaking out several panes of glass. The boys were seen there throwing the stones, but for the sake of their parents no action has as yet been taken in the matter. But now to whom it may concern:--Any person who will give reliable information to C. L. Stanton or John Carrell, convicting any person of throwing stones at the Chapel, a liberal reward will be paid. Parents will take notice and warn their children not to throw stones at said Chapel, for if caught in the act, they will be dealt with to the full extent of the law." (Carbondale Leader, July 27, 1883, p. 2)

At No. 4 Chapel, there was regular preaching, with someone from the Carbondale church expected to be there to preach at 2:30 P.M. on Sunday, October 7, 1883:

"Next Sunday being the regular Sunday for preaching at No. 4 chapel, it is expected that some one from Carbondale will be there to preach at 2:30 P.M." (*Carbondale Leader*, October 5, 1883, p. 2)

People outside the No. 4 community recognized No. 4 and No. 4 Chapel as being valid/worthy of support. In the *Carbondale Leader* of October 5, 1883, p. 2, we read:

"Mr. A. Patterson, one of the thriving young merchants of Waymart, presented to C. L. Stanton with a beautiful lamp, this week, to be used at No. 4 chapel, for which he will receive the thanks of the members of that society." (*Carbondale Leader*, October 5, 1883, p.2)

The Chapel at No. 4 continued to be in robust condition with Pierce Butler having preached there "to an uncommonly large audience" on October 14, and with Pierce Butler scheduled to preach there again on October 28th. In the *Carbondale Leader* of October 20, 1883, we read the following about these preaching appearances by Pierce Butler at No. 4 Chapel:

"Mr. Pierce Butler preached at No. 4 last Sunday evening to an uncommonly large audience and all present seemed very much interested in listening to the truth so ably proclaimed. Mr. Butler will speak there again next Sunday evening at 7 P.M. when it is hoped the chapel will be filled to overflowing with all who love to hear the word of God preached by a man whose whole heart and soul is in this grand work of leading men to the lamb of God that taketh away the sins of the world." (*Carbondale Leader*, October 20, 1883, p.2)

Here are five newspaper notices about life at No. 4:

"No. 4 chapel has a new chimney." (Carbondale Leader, November 2, 1883, p. 3)

"J. C. Davies says if had one penny for each trip he has pulled since he has been engineer at No. 4, on an average of 200 trips per day, he would have this (Friday) night the snug sum of \$13,390. .." (*Carbondale Leader*, November 2, 1883, p. 3)

"Prof. Hockenberry, of Carbondale, will speak at No. 4 chapel next Sunday night. He is a very interesting speaker and those who have heard him are anxious to hear him again. Everybody is earnestly invited to attend this service." (*Carbondale Leader*, November 2, 1883, p. 3)

"Prof. Hockenberry will always be welcomed by a full house whenever he comes to No. 4 Chapel to speak again." (*Carbondale Leader*, November 9, 1883, p. 3)

"Nick Flood, sr., of No. 4, caught a fine mess of pickerel through the ice on No. 4 pond last Monday." (*Carbondale Leader*, November 23, 1883, p. 3)

From an article that was published in the *Carbondale Leader* of January 4, 1884, we learn that the Christmas tree exercises that took place at No. 4 Chapel in December 1883 were a grand success. From that article we also learn that the pastor at No. 4 Chapel at the time was the Rev. L. C. Floyd and that C. L. Stanton was the Superintendent of the Sunday School there. Here is that article:

"The Christmas tree exercises at No. 4 chapel were a grand success. The tree was much admired by all who saw it. Rev. L. C. Floyd received a well filled purse from the people of No. 4. C. L. Stanton, superintendent of the Sunday school, was the recipient of a beautiful easy chair from the members of the school. Other beautiful presents were received by nearly every one around No. 4 hill, and last, but not least, John C. Davies was presented with a pair of fat chickens for his Christmas dinner. It is unnecessary to state that J. C. D. enjoyed his present hugely." (Carbondale Leader, January 4, 1884, p. 2)

Here are three additional newspaper notices from 1884 about life at No. 4:

"The D. & H. blacksmiths have put over three thousand new rivets in the boilers at No. 4. The job cost the company over five hundred dollars but the boilers are now in first class order." (*Carbondale Leader*, February 15, 1884, p. 2)

"Rev. W. M. Hiller, Presiding Elder, will preach at No. 4 Chapel at 2 o'clock on Sunday, April 6. All interested in having regular preaching at No. 4 are requested to be present. The Sunday School will be organized after the services." (*Carbondale Leader*, April 4, 1884, p. 2)

"Rev. Wm. M. Hiller preached at No. 4 chapel last Sunday at 2:30 p.m., after the sermon a business meeting was held for the purpose of getting pledges to support a regular minister for No. 4. There were only a few present, but \$75 were promised for the above purpose and it was decided to have the Rev. R. P. Christopher, to preach each Sabbath at 2:30 p.m. Mr. Christopher is a man whose hair is white as snow, but he says he feels young, and in the Lord's name he is doing a good work. He will preach his first sermon next Sunday. His text will be found in the LXXVIIth Psalm, tenth verse. The Sunday school was also organized. The officers for the ensuing year are C. L. Stanton, supt.; John E. Healey, ass't supt.; Richard Udy, treas. The only thing wanting now to make this year successful is some one to play the organ. Will not some young man from Carbondale volunteer to come up and help us in this branch of work?" (Carbondale Leader, April 11, 1884, p.2)

In an article that was published in the *Carbondale Leader* of October 17, 1884, p. 3, it was noted that ". . . a deep religious feeling pervades the community..." at Number 4. Here is that article:

"Special religious meetings are being held every night except Saturday night at No. 4 M. E. Chapel. The pastor, Rev. R. P. Christopher, preached to a large congregation last Sabbath afternoon. . . On Wednesday night the Rev. W. M. Hiller, Presiding Elder, conducted the services assisted by Mr. Pierce Butler. A deep religious feeling pervades the community. . ." (Carbondale Leader, October 17, 1884, p. 3)

When funds were needed to repair the chapel at No. 4 the Community came forward to raise those funds. In the *Carbondale Leader* of November 25, 1884, p.1, we read:

"The social held in No. 4 chapel last Friday evening was a perfect success socially and financially. At 7:30 P.M. the pastor, Rev. R. P. Christopher, in a few interesting and amusing remarks made known the object of the social, namely to raise funds to repair the chapel. There was good music and singing. About 8 o'clock supper was announced and the older portion of those present soon occupied every seat around the large table which contained all the good things that could be desired, including chicken, beef, boiled ham, cake, pumpkin pie, etc. . . The table was in charge of the following young ladies: Misses Lizzie and Emma Davies and Miss Allie Miller, assisted by Mrs. Charles Monk, Mrs. A. M. Pruner and Mrs. Lew Hubbard. About fifteen dollars was realized from the supper. Miss Hettie Davies favored us with some good music during the evening. Mr. Lew Hubbard, in a good speech, proposed that they build a shed for the pastor's horse and take up a subscription for the purpose. A shed will be built at once. This social was the first ever held at No. 4, but I believe others will follow during the winter as this one was so much enjoyed by all present. Great credit is due Misses Lizzie and Emma Davies and Allie Miller, the managers, for their efforts to please everyone." (Carbondale Leader, November 25, 1884, p. 1)

At No. 4, on December 31, 1884, Mrs. Peter McDermott had a miraculous escape from death. In the *Carbondale Leader* of January 2, 1885, p. 1, we read:

"Mrs. Peter McDermott, of No. 4, met with a serious accident on Wednesday afternoon. She was walking up No. 4 plane, between the wall of No. 3 breaker plane and the main road at a point where there is only about four feet space to stand when a trip is passing up No. 4 plane. She saw the trip coming and stepped back as far as possible, but in some manner her dress caught on the trucks and she was thrown down, as she fell her head struck the wall, cutting a fearful gash. She was taken to her home unconscious. It was thought she could not recover, but she was better yesterday, and Dr. Gillis has hopes of her recovery. Her escape from instant death was miraculous." (*Carbondale Leader*, January 2, 1885, p. 1)

From an article that was published in the *Carbondale Leader* of April 7, 1885, p. 1, we learn that the Sunday School at No 4 was in good health:

"The Sunday school at No. 4 chapel elected their officers last Sunday for the ensuing year. John Healey was elected Superintendent; C. L. Stanton, Assistant Superintendent; Richard Udy, Treasurer; F. M. Osborne, Secretary. The school has been quite well attended during the winter and starts out this spring with good prospects." (*Carbondale Leader*, April 7, 1885, p. 1)

No. 4 pond was the source of the water needed to run the stationary engine at Plane No. 4. In the winter, that pond became a vast skating rink. In the *Carbondale Leader* of December 4, 1885, p. 4, we read:

"No. 4 pond is now a vast skating rink. R. E. Weed is said to be the champion skater." (*Carbondale Leader*, December 4, 1885, p. 4)

In the March 31, 1887 issue of the *Carbondale Leader*, p. 4, it was announced that the Rev. J. L. Thomas would preach his farewell sermon at No. 4 on Sunday afternoon, April 2:

"Meetings are held at No. 4 chapel each Sunday evening now. We understand that next Sunday evening will be devoted to temperance work. / Rev. J. L. Thomas will preach his farewell sermon at No. 4 Sunday afternoon. It is hoped there will be a full attendance at that time." (*Carbondale Leader*, March 31, 1887, p. 4)

No. 4 was a community with standards of behavior, and those standards, it was publicly announced, were not being adhered to by some Hungarians who lately erected a house at No. 4. In the *Carbondale Leader* of August 11, 1887, p. 4, we read:

"The News in Simpson. / SIMPSON, AUG. 11.—Hungarians living in a lately erected house at No. 4 are creating a nuisance that certainly ought to be stopped, if it is not shortly remedied the travelling public will have to see the township health officers. . . (*Carbondale Leader*, August 11, 1887, p. 4)

Accidents on the railroad were a part of daily life at No. 4, as elsewhere in the anthracite fields of northeastern Pennsylvania. In the *Carbondale Leader* of July 12, 1892, p. 4, we read:

"Roy Foster, son of Engineer Foster of No. 8 met with an accident this morning which will probably result in the loss of his big toe on the right foot. Roy has been employed as water

boy at No. 4 stone quarry and has been in the habit of riding from No. 9 down to his work every morning on the first train. As he went to get off this morning his toe got caught in the wheel and was pretty badly ground before he was released from his perilous position. Roy has got the sand. He says that the toe won't keep him in the house but a few days." (*Carbondale Leader*, July 12, 1892, p. 4)

Also at No. 4 stone quarry: In the *Carbondale Leader* of September 1, 1892, p. 2, we read:

"The stone cutters at No. 4 quarry have had a raise of fifty cents per day and now get \$3.50." (Carbondale Leader, September 1, 1892, p. 2)

In October 1892, the Methodists at No. 4 were detached from the Methodist Church of Carbondale. In the *Carbondale Leader* of October 245, 1892, p. 4, we read:

"While the Presbyterians have built a new church at Monkey Run as a branch to the Carbondale church it is understood that the Methodist church of Carbondale has thrown off the little flock at No. 4, to shift for themselves, there not being money enough to entice them up this way." (*Carbondale Leader*, October 24, 1892, p. 4)

In November 1892, the dam at No. 4 Pond was completed. The following article about the completion of the dam at No. 4 in 1892 was published in the *Carbondale Leader*, November 30, 1892, p. 4:

"THE DAM COMPLETED. / It is a Most Handsome and Durable Piece of Work. / The big dam at No. 4 pond which is to increase the supply of water offered to the residents of this city by the Crystal Lake Water company is completed and a most credible piece of masonry it is. / The contractors Messrs. Babcock and Kelly are justly proud of the accomplished work and are willing to place it in comparison with any similar job in this section, believing that the verdict of experts will agree that in no way does it fall beneath the standard called for in first class work. / The directors of the corporation are more than pleased with the appearance and solidity of the masonry. The building of the dam has occupied four months and during that time an average of sixty-five men have been employed by the contractors. The length of the masonry is 500 feet, and the wall is twenty-eight feet thick at the bottom; twenty-eight feet high and at the top is narrowed down to six feet in thickness. / It is composed of conglomerate rock taken from the quarry on the Alden tract, not far from the pond. Several thousand barrels of cement were used in

the construction of the big wall. It occupies a conspicuous position, standing so close to the tracks of the gravity railroad and has received much attention from the myriad excursionists who passed over the road during the past summer. Its proximity to this iron highway will always bring it into prominent notice before the public and no pains will be spared by the contractors to make it a standing advertisement for them. / Another marked improvement that has been made around the source of supply of this company is the dredging of the entire pond. This has gone on for several months and now its banks and surface present a decided contrast to their former condition. Over a score of men have been employed in the work for several weeks and the stumps, underbrush all deleterious matter has been removed. During the time when cars were not running over the inclined road, a small engine was pressed into the clearing up work. / A vast amount of money has been laid out by the Crystal Lake company during the summer on the perfecting of their plant and now Carbondale can boast of as plentiful supply of pure water, distributed through a large territory, as any city in the state." (Carbondale Leader, November 30, 1892, p. 4)

Two accidents at Plane No. 4, one in 1868 and one in 1873:

Accident at foot of No. 4 Plane in 1868:

"Fatal Accident. / A respectable citizen of our town, by the name Madley, was killed instantly at the Foot of No. 4 Plane upon the railroad, yesterday. He was about to hitch the train to the endless rope, when a train came up in the rear, and bumping against the cars he was about to connect to the rope, they were suddenly thrown against him, knocking him down across the rail, and the truck passed over him, producing fatal injuries, and death almost instantaneously. / He was a widower, aged about fifty, and leaves three children." (*Carbondale Advance*, Saturday, May 9, 1868, p. 3)

Accident at the head of Plane No. 4 in 1873:

"A man named Bailey, employed on the gravity road at the head of No. 4 plane, met with an accident on Monday. He had unhooked the trip as it arrived at the head of the plane, and was about to return, when he noticed that the hook to the car was not in the right position, and jumped in front of the car to fix it. As he did so, he stepped on the wire rope, which was running swiftly, his feet went from under him, and he fell on the track. The cars were running very slowly at the time, and, the cars did not run over him, but thrust him along on the track and bruised him considerably without breaking any bones." (*Carbondale Leader*, April 26, 1873, p. 3)

There was a strong sense of community among the residents at No. 4, and they "clubbed together" to help each other as members of a community. In the nineteenth and twentieth centuries, neighbors helping neighbors was a common practice: taking in the hay, putting up a barn, harvesting ice, butchering animals, and so on. The lives of all concerned were greatly enriched by such activities, and such behavior is a clear indication that the quality of life in such a community is excellent. In the *Carbondale Leader* of July 21, 1887, p. 4, we read:

"The men at No. 4 are clubbing together to secure their hay crop, making old-fashioned bees." (Carbondale Leader, July 21, 1887, p. 4)

On January 14, 1887, John Fenton, the boss headman at No. 4 on the Gravity Road, died of pneumonia. In *The Journal* of January 20, 1887, we read:

"John Fenton, boss headman at No. 4 on the D. & H. Gravity road, died on Friday of pneumonia, after an illness of about four days. The funeral took place on Sunday afternoon from his late residence near No. 4 in the Township, the interment being in the new Catholic cemetery. Deceased was 37 years of age, and leaves a wife and five children." (*The Journal*, January 20, 1887, p. 3)

The very high quality of life at No. 4 was real and celebrated by all members of the community year round. At Christmas, 1887, for example, the friends of J. C. Davies presented him with a Christmas tree that was "well loaded with all the delicacies of the season". In the *Carbondale Leader* of December 29, 1887, p. 4, we read:

"The friends of J. C. Davies presented him with a very beautiful Christmas tree, well loaded with all the delicacies of the season on Christmas eve. The presentation speech was delivered by H. W. Powderly, to which Mr. Davies responded in appropriate terms. The tree was on exhibition at No. 4 engine house and was much admired by all who saw it." (*Carbondale Leader*, December 29, 1887, p. 4)

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Fourth of July Celebrations

National holidays, such as the Fourth of July, were an important feature of life in the nineteenth century, with the Fourth of July being one of the primary annual celebrations. Even in small villages and towns, the annual celebration of the Fourth of July was a major event in the life of the community and is a sure sign that the quality of life in that community was excellent. Here, as published in *The Gazette* of June 28, 1844, p. 2, are the plans for the Fourth of July celebration in Dundaff, Susquehanna County in 1844:

FOURTH OF JULY:

At a meeting of the citizens of Dundaff, held at the Borough School House, on Friday evening, June 14th, to adopt measures for celebrating the coming Anniversary of our National Independence, D. Yarington was called to the chair, and S. N. Chittenden appointed Secretary.

The object of the meeting having been stated by the chairman, the following gentlemen were appointed a committee of arrangements, viz: L. Brush, J. M. Chittenden, S. N. Chittenden, Wm. Colwell, N. Daniels, C. P. Edwards, P. Gritman, H. E. Hodge, A. T. Joslin, Gen. E. Phinny, G. Rodgers, J. B. Sloeum, E. Spencer, S. G. Weaver, C. Wells, W. B. Wells, W. N. White, and D. Yarrington, Esq. The committee subsequently reported the following, as the order of the day:

I. The day will be ushered in by raising the National Flag, and with music by the Franklin Band.

II. At 9 e'clock A. M. the procession under the direction of W. S. Gritman, assisted by W. N. Miller, and W. Merredith, will be formed at the Dundaff Academy, in the following order:

- 1. The Franklin Band,
- 2. Clergy,
- 3. Orator, and reader of the Declaration of In-
 - 4. Standard Bearer,
 - 5. Sabbath schools,
 - 6. Citizens.

- III. The procession will march to the Presbyterian Meeting House for the following exercises:
 - 1. Prayer,

2. Music by the choir and Band,

3. Reading the Declaration of Independence,

4. Music by the Band,

5. Oration by - Myres, Esq.,

6. Music by the Choir.

7. Address to the Sabbath school scholars, by Rev. E. O. Ward.

8. Music by the Choir,

9. Prayer and Benediction.

IV. The procession will form and march to the Grove of James Schott, Esq., where refreshments will be provided, for the parents, teachers, and sabbath school scholars, &c. The citizens of Dundaff and vicinity, and particularly all persons connected with the various sabbath schools, are cordially invited to attend.

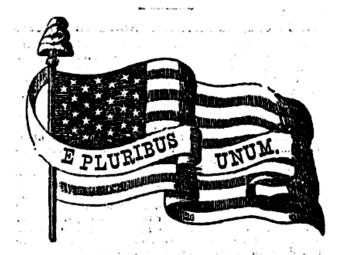
By order of the Committee of arrangements.
S. N. CHITTENDEN, Sec'y.

Here, as published in the *Carbondale Advance* of July 1, 1876, is an account of the celebrations that were scheduled--and which took place--on July 4, 1876 in Carbondale:

1776 1876.

ille Festimenty of tee whole World

.The Glorious Fourth.



MACNIFICENT

DEMONSTRATION

AT.

CARBONDALE.

1776. First Centennial Fourth. 1876.

The Old Pioneer City of the Valley is Awake.

"Neither time nor expense has been spared by the committee on arrangements to make the approaching Fourth of July a memorable day--a day with which to begin a new epoch in the future history of the progress of our city."

Most extensive preparations are being made for the celebration of the centennial anniversary of our Nation's birth.

Neither time nor expense has been spared by the committee on arrangements to make the approaching Fourth of July a memorable day—a day with which to begin a new epoch in the future history of the progress of our city.

Four years ago, this little "City of the Valley" arrived at her majority. Already she is beyond her first quarter of a century in years; but she is yet young, vigorous, and perceptibly growing into magnitude and political importance.

Much praise is due the committee on arrangements. The zeal exhibited by them in their patriotic efforts to make the centennial celebration eclipse all former displays in our city, bespeaks them the thanks of our citizens.

The arrangements for the grand demonstration are so far completed that the committee is enabled to present the following partial program:—

"AT SUNRISE,/

Grand overture of 100 great guns, with little gun accompaniment; also / Oratorio on steam chimes and trombones, accompanied by the tintinnabulations of the bells."

AT SUNRISE,

Grand overture of 100 great guns, with little gun accompaniment; also Oratorio on steam chimes and trombones, accompanied by the tintinabubulations of the bells.

LATER,

There will be an imposing parade of civic and other societies, assisted by a magnificent display of the trades and professions of the city.

10.30 A. M.,

The Societies, under the charge of Colonel
Alfred Dart, will assemble on
the Public Square.

ORDER OF PROCESSION.

"Car of Liberty drawn by 38 Star equines. . ."

Grand Marshal, Col. A. Dart, with aids. Car of Liberty drawn by 38 Star equines.

Jormyn Cornet Band. Municipal Officers in Carriages.

Firemen, with Hose Carriage and Engine beautifully decorated.

Rushbrook Lodgo, No 850, I. O. O. F., of Jermyn.

Lackawanna Encamp't, No. 16, I.O.O.F. Carbondale Lodge, No. 249, A.Y.M. Cambrian Lodge, No. 58, I.O.O.F. Olive Leaf Lodge, No. 156, I.O.O.F. and other kindred associations.

SECOND DIVISION.

Cadet Drum Corps.
Cadet Father Mathew Society.
Excelsior Band of Brooklyn.

Father Mathew T. A. B. Society, and visiting Temperance Societies.

THIRD DIVISION.

Citizens, Trades and Professions.

The procession will move up Main street to Church; down Church street to Eighth; Eighth to Main; Main to Seventh; Seventh to River; River to Dundaff; Dundaff to Main; up Main to Lincoln avenue; Lincoln ave, to Washington st; Washington to Seventh; Seventh to Main;

The procession passed not only through the entire downtown and also through residential neighborhoods. "... the speaker's stand will be erected [at City Hall], and where a patriotic oration will be delivered and the Declaration of Independence read."

"At 2 o'clock
P.M. / The most
extensive fantastic
exhibition ever
witnessed in
Carbondale will
take place,
portraying in
burlesque the
triumphs and
defeats, wisdom
and follies, foibles
and conceits of the
last hundred
years."

Mule Race from the Public Square to Flynn's Hotel up Main to City Hall, where the speaker's

→ stand will be crected, and where a patriotic
oration will be delivered and the Declaration of Independence read. The procession will thereafter disband until 1.30 г.м.

AT 2 O'CLOCKIP. M.

The most extensive fantastic exhibition ever witnessed in Carbondale will take place, portraying in burlesque the triumphs and defeats, wisdom and follies, foibles and conceits of the last hundred years.

This display will undoubtedly transcend in extent and wariety all attempts heretofore made in this direction.

. They . LATER, MARKET

The following sports will be introduced:

Ist. Mule race from the Public Square to Flynn's Hotel, for two prizes—the first \$8, and the second \$2. The last mule in the tace is to win first prize, and the second last, the second prize but no jockey will be allowed to ride his own mule in the race.

2d. A foot-race from Public Square to Flynn's corner; prize, 3d. A foot race for boys under 16 years, prize, \$4. 4th. Satisfaction Race, free to all, prize \$3 5th. Sack race on the Public Square, prize \$5. 6th. long. weights, prize \$4. 7th. Hop step and leap, prize \$3. 8th. One hundred yards race, prize \$5. 9th. Swine with lubricated carbuncular the extremity of the excrescence coccygeal vertebra, holder to retain prize. - 10th. A Balloon ascension, with trapeze performance one thousand feet in air, and grand promenades concertaby the Jermyn Band.

trapeze
performance one
thousand feet in
air, and grand
promenade
concert by the
Jermyn Band."

"A Balloon

ascension, with

The D&H ran special trains, good from July 3 to July 6, inclusive, for the benefit of those who wished to witness the fireworks in Carbondale. In the *Carbondale Leader* of June 19, 1878, we read:

"Special Train. / The Delaware & Hudson Canal Co. will run a special train on July 4th, connecting at Green Ridge with train on L. & S. R. R. leaving Wilkes-Barre at 10:30 P.M., giving to all persons who wish to witness the fire works, an opportunity to return after the exhibition is over. Excursion tickets, good from 3rd to 6th, inclusive, will be sold at reduced rates." (*Carbondale Leader*, June 29, 1878, p. 3)

2310

Car Building Contests

Remarkably, the D&H organized activities for D&H employees, outside of regular work hours, in which D&H employees could compete with others in the performance of tasks that they perform, on a daily basis while working for the D&H. One very popular activity was car building contests, in which teams of workers from different D&H communities competed with each other to determine which team could build from scratch, in the shortest period of time, a particular type of rail car.

Such friendly competitions made it possible for the members of the various teams to demonstrate their skills and, at the same time, enjoy the camaraderie and good fellowship that was invariably central to these activities that took place outside the regular work week and during the leisure time of the workers. These competitions were excellent morale boosters and enriched significantly not only the lives of those who participated in them but also the lives of those who attended them "to support the home team".

The D&H held four car building contests in the D&H freight car repair shops in the period 1923-1926. Excellent material on those four contests is presented in *Inspection of Lines*. . . 1927, pp. 117-121, as follows:

Car Building Contests

Competitive car building contests have been held annually at our freight car repair shops, since 1923. This novel plan of education was conceived by the management, to demonstrate the advantages that accrue from efficient shop practice. Representative teams are selected from the major car repair shops and the Birkett Silver Cup, a memorial to our first car foreman, Joseph Birkett, is the trophy for which they compete.



Birkett Cup

First Car Building Contest

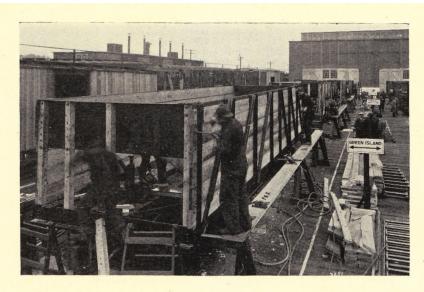
Held at	—Co	lonie Car Shops.		
Date	-Oc	tober 31, 1923.		
Problem of Contest	fra Ho	me), draft gear,	building superstructure, brake rigging and to (Composite Construction	rucks of a Twin
Competing Teams	_	Carbondale	Green Island	Oneonta
No. of Men Per Team	-	6	6	6

48 hrs. 30 min.

50 hrs. 36 min.

46 hrs. 54 min.

Total Man Hours



Undergoing Reconstruction



Finished Car

Second Car Building Contest

-Oneonta Car Shops. Held at —May 8, 1924. Date -Rebuilding superstructure, trucks and draft gear of a Steel-Problem of Contest underframe Box Car, 60,000 pounds capacity. Colonie Carbondale Competing Teams Oneonta 8 No. of Men Per Team 8 8 58 hrs. 40 min. Total Man Hours 52 hrs. 54 hrs. 16 min.



In Process of Rebuilding



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Third Car Building Contest

Held at — Carbondale Car Shops.

Date — May 21, 1925.

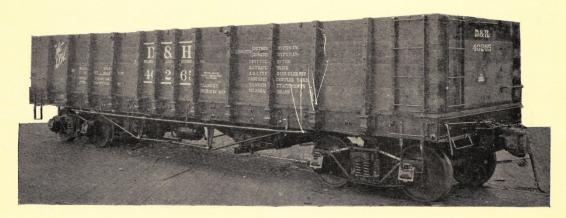
Problem of Contest

—Rebuilding underframe, superstructure and trucks of a Steel
Center Sill, Twin Hopper Coal Car, 85,000 pounds capacity.

Competing Teams —	Oneonta	Colonie	Carbondale
No. of Men-Steel Work -	8	8	8
No. of Men-Wood Work-	8	8	8
Man Hours—Steel Work —	16 hrs. 40 min.	15 hrs. 8 min.	22 hrs. 40 min.
Man Hours—Wood Work —	26 hrs. 0 min.	28 hrs. 36 min.	23 hrs. 12 min.
Total Man Hours -	42 hrs. 40 min.	43 hrs. 44 min.	45 hrs. 52 min.



Commencement of Wood Work



Finished Car

Fourth Car Building Contest

Held at —Green Island Car Shops.

Date - May 18, 1926.

Total Man Hours

Problem of Contest — Rebuilding superstructure, underframe and trucks of Steel

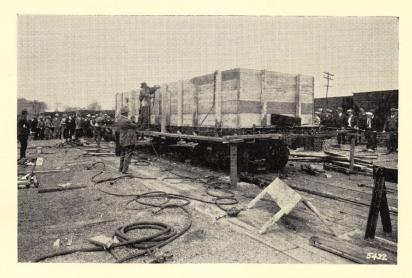
Underframe Gondola Coal Car, 85,000 pounds capacity.

48 hrs. 48 min.

52 hrs. 36 min.

Competing Teams Colonie and Green Island Oneonta Carbondale No. of Men-Steel Work -8 8 No. of Men-Wood Work-8 8 Man Hours-Steel Work - 29 hrs. 251/2 min. 31 hrs. 51 min. 32 hrs. 21 min. Man Hours-Wood Work -17 hrs. 4 min. 16 hrs. 57 min. 20 hrs. 15 min.

- 46 hrs. 291/2 min.



Rebuilding Superstructure and Trucks



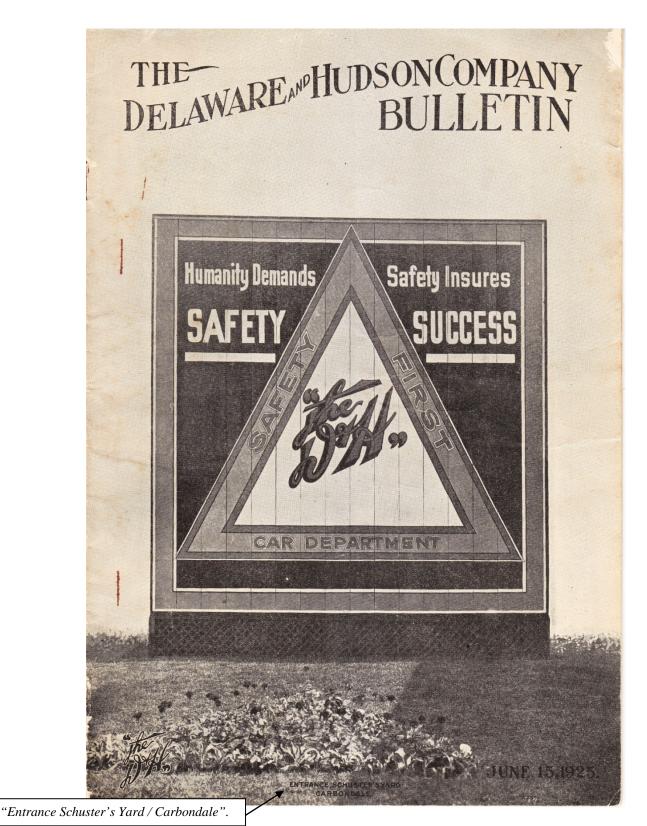
Finished Car

The photograph given below is in *Shaughnessy*, p. 300. This photograph was taken at the second car building contest in 1924 in Oneonta. In Shaughnessy's caption, the year of this contest is given incorrectly as 1922. There was no car building contest in 1922. The first contest was in 1923. This photo was taken in 1924 at Oneonta.



Photo on page 300 of *Shaughnessy*, with this caption: "Eight-man car building teams from Oneonta, Colonie, Carbondale, and Green Island are shown competing for a trophy and a \$20 gold piece for each man, on the winning team, in the second annual car fabrication contest, at Oneonta, May 8, 1922 [should read "1924]. The home team was leading when the picture was taken, three hours after the contest began, and went on to win the day, completing the standard 40-foot, 30-ton capacity boxcar in 8 ½ hours. . . .

An excellent article on the Carbondale car building contest in 1925 is presented in the June 15, 1925 issue of *The Delaware and Hudson Company Bulletin, pp.* 5-9, 11-15. The photograph on the cover of this issue of the *Bulletin* is titled "*Entrance Schuster's Yard Carbondale*". A note titled "*The Cover Page*" is given on page 4 of that issue. That note reads as follows: "The cover page study for this issue is a reproduction of a large sign artistically done in colors that greeted visitors to the recent car building contest at Carbondale as they entered Schuster's yard where the work was in progress. It is the work of MAURICE BLOCKSIDGE, foreman painter in the motive Power department at Carbondale." Here is that cover:





THE CONTEST CAR

Oneonta Carmen Again Victors

Completely Rebuild Standard Tandem Twin Hopper Bottom Gondola of 85,000 Pounds Capacity in 45 (man) Hours and 20 Minutes, In Third Contest

(A Key to All Photographs will be Found on Page 14)

HILE at Carbondale, Pa., on Thursday, May 21, nearly a thousand spectators—officials of connecting railroads and others extending to the north, south, and into the far west, representatives of railway supply houses and of the Interstate Commerce Commission, newspaper men and writers for mechanical and technical journals, our own officials and supervisory officers, and a generous representation of town folk—looked on with much anxiety and profound interest, three teams of sixteen men each vied with one another for championship honors as they rebuilt three Delaware and Hudson Standard Tandem Twin Hopper Bottom Gondola cars of \$5000 pounds capacity, in the third car building contest to be held on the system.

Oneonta carmen, victors in the contest held at their own shops a year ago, with a total of forty-five hours and twenty-minutes, were the first to complete their work; the Saratoga division team, composed of men from the Colonic and Green Island shops, finished second with forty-six hours and twenty-four minutes; and, the Carbondale team, with forty-eight hours and thirty-two minutes, was third. All time calculations were made on the basis of man hours. C. E. Peiffer, master car builder for the Buffalo Rochester and Pittsburg; W. G. Knight, mechanical supervisor for the Bangor and Aroostook; and P. Alquist, master car builder for the Delaware, Lackawanna and Western, were the judges.

New interest was afforded and the contest was

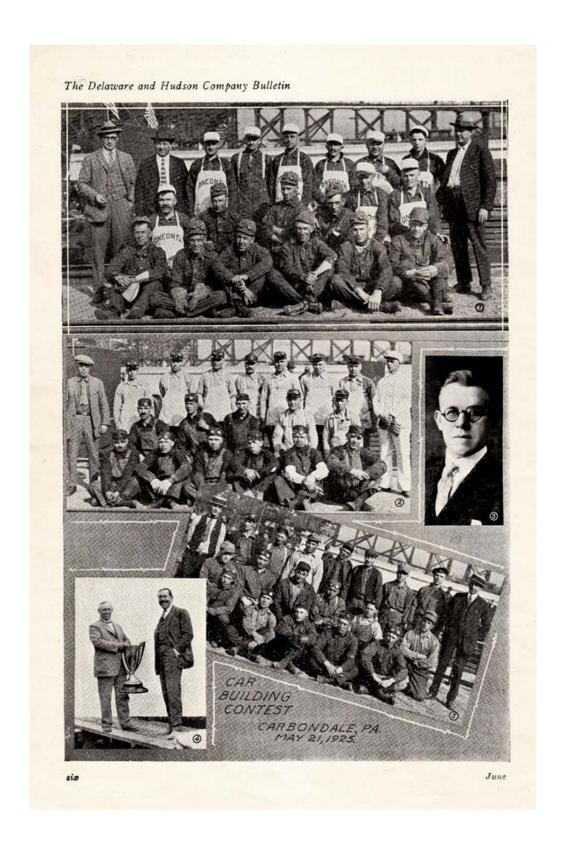
made more formidable than any of its forerunners, by the inclusion of the regular steel work which is a part of the rebuilding program as applied to such cars. The makeup of each team, therefore, included eight steel and eight wood workers, although at no time were more than eight men of either classification at work. Because of a desire not to "overload" the teams, the air brake work and the painting and stenciling of the car were left for Carbondale employes to complete after the official contest operations had been concluded.

As each such contest is announced the sphere of prominence which these demonstrations have created for themselves in the railroad world because of their highly educational features, is noticeably increased. The first was held at our Colonie shops, October 31, 1923, and was participated in by five teams of six men each. It embraced the dismantling and rebuilding of the superstructure, the assembling of trucks and the assembling and application of draft gear equipment of a standard Delaware and Hudson Twin Hopper Gondola car of \$5 000 pounds capacity. A Carbondale team won, its total of man hours being 46 hours and 54 minutes. The second was at Oneonta, May 8, 1924, at which time the superstructure of a 60,000-pound capacity steel underframe box car was rebuilt and trucks and draft gear assembled, an Oneonta team winning in 52 man hours.

Rivalry among the participating workmen is

15, 1925

five



friendly, but nevertheless keen. There is always an evidence of shop pride and an earnest desire to carry back with them the trophy of the day. the Birkett cup, a silver memorial to the first Car foreman employed by the Company. The contests, ostensibly, are planned for the educational features they may develop. Outstanding among these, is the material layout, indicating, as it does, efficient and economical shop operation, the ready accessibility of material stimulating production and the resultant output reflected in the earnings of the pieceworkers on which basis the work is performed. An example of what was accomplished in this particular contest in the remarkably short time involved, may be had from a study of the list of material used in rebuilding a single unit and which appears elsewhere in this issue This material was collected and arranged for each team alongside its allotted space, by Wallace Hickok, chief inspector.

Work commenced promptly with the blowing

summating this same performance, kept the channels on edge making it necessary to steady them while the operations noted were in progress. Another feature of the steel work which attracted considerable attention was a homedevised lever dolly bar, used by a Colonie riveter which permitted him to hold a rivet and buck it up at the same time. Numerous other kinks and unique practices, which were wholly permissible, were noticeable both in the completion of the steel work as well as that of the wooden superstructure.

Colonie was the first to conclude its steel work, finishing at 9:57 a. m. Oneonta was second, at 10:05 a. m., and Carbondale third, at 10:50 a. m. Explanation of the wide divergence of time particularly as between that of the Carbondale team and the other two, is to be found in an agreement made between the Three Divisional Car Foremen prior to the contest, which permitted them to assign the truck work to either their

As the Work was Concluded

		ON	EON	TA		Cor	LON	33		CARB	OND	ALE
Steel work				mins.				mins. mins.				mins mins
Total								mins.				mins
Painting and stenciling								mins.				mins.
Finished time *	45	hrs.	20	mins.	46	hrs.	24	mins.	48	hrs.	32	mins

of the shop whistle at 8 a. m. From then on until the last nut was run down on the prize winning car and the judges had turned it over to G. W. DITMORE, master car builder, there was only one interruption in the performance and that was of ten minutes following the corclusion of the steel work on each car, thereby providing time in which to clear the space around the car so that the wood workers might progress with their tasks unhampered by litter or other obstacles.

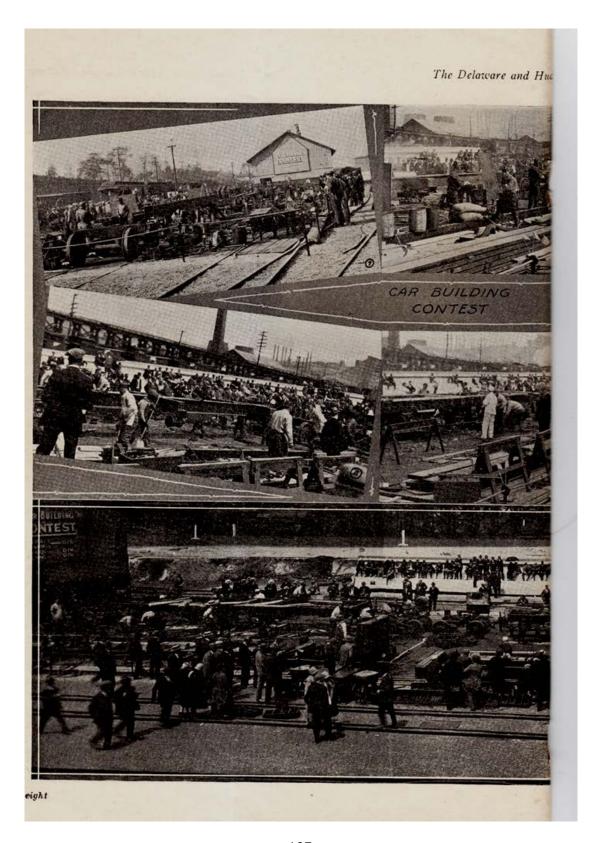
Almost from the very outset, a difference in the method of approach was noticeable on the part of each team. The most noticeable variation in the steel work, was that the teams from Colonie and Oneonta allowed the center channels to lie flanges down on the horses upon which they rested, until side castings and reinforced channels had been secured, which appeared to be the best practice. Carbondale workers in consteel crew or to the wood workers. In regular shop practice, truck repairers do this work but these were omitted from the teams for the same reason as were the air brake men and painters. Carbondale chose to have their steel men also assemble the trucks and the judgment of the foreman, RAYMOND SCHUSTER, would have proven its worth but for difficulties experienced in the performance of the steel assembling. It was his idea that he could thus effect a better equalization of his men, for when certain of them no longer were needed on the steel work, they could be used on the trucks. Oneonta and Colonie left the trucks for their wood workers.

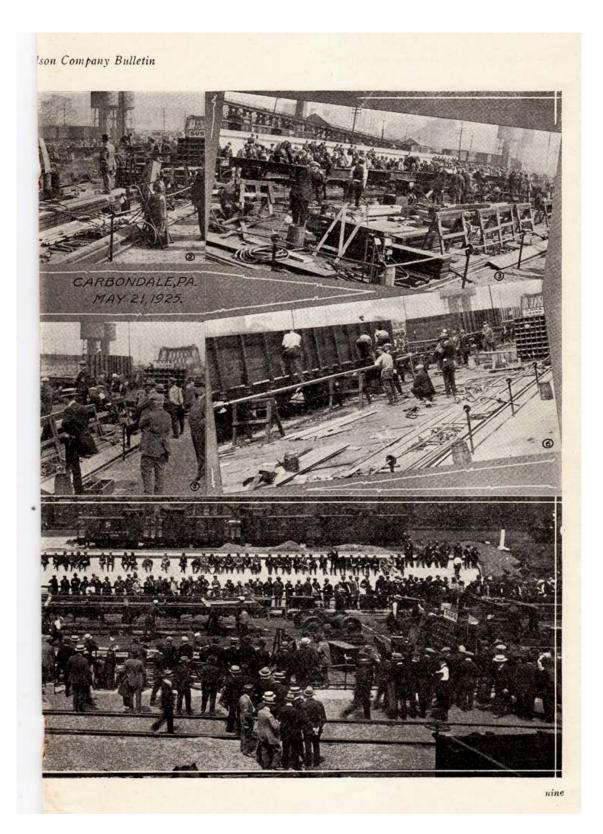
Differences in practices among the wood workers were noticed in the manner in which they handled their side sills. Colonie, it was agreed, used the best method, that of allowing the sills to lie flat on horses until stake pockets had been secured

(Continued on Page 11)

15, 1925

seven





Oneonta Carmen Again Victors

(Continued from Page 5)

by U bolts, after which the sills were turned over and nuts run down by air machine. Portable scaffolding appeared an advantage to the Oneonta team, over the use of ladders by their competitors, when bolting side stakes and corner bands, securing Wine ladders and other outside appliances.

Oneonta finished its wood work first, at 1:30 p. m.; Colonie was second, at 1:38 p. m., and Carbondale third, at 1:54 p. m. For better time comparisons the table on Page 7 may prove more helpful:

Time required for the assembling of trucks and the assembling and application of draft gears is included in the wood work time of the Oneonta and Colonie teams, and in the steel work time of the Carbondale team, as follows: of appreciation, were courteously entertained. Each, on arriving at Shop 26, was given an artificial red flower as a favor to be worn in a lapel button hole. Immense bleachers, trimmed in red, white and blue bunting and with seats protected by canvas, ran parallel to the tracks upon which the cars were being rebuilt, thereby making it possible for all to watch, at close range, the progress of the contest from beginning to end. At noon, a box lunch was served in the wood mill by the wives of the Car department supervisory officers on the Pennsylvania division and the young ladies in the divisional car foreman's office at Carbondale, long tables neatly covered with white paper and otherwise made attractive with cut flowers having been specially arranged for the occasion.

G. W. DITMORE, master car builder, announced the results of the contest and congratulated the

	ONEONTA	COLONIE	CARBONDALE		
Trucks	1 hr.	1 hr. 44 mins.	2 hrs. 28 mins.		
Draft gears assembled and applied	39 mins, 34 secs.	1 hr. 4 mins	54 mins.		

The dimensions of this type of car are :

Length inside	36' 0"
Width inside	8' 616"
Height inside	4' 31/4"
Length over striking castings	38' 1"
Width over all	10' 1/2"
Height from rail to top of floor	4' 434"
Height from rail to top of car	8' 712"
Height from rail to top of brake shaft	9' 1-13/16"
Distance center to center of trucks	27' 516"
Cubical capacity	1542 cu. ft.
Capacity	85,000 lbs.
Light weight	40,000 lbs.
Size of journals	5 x 9"

At 4 p. m., the same day, the car, No. 40265, completed by the Oneonta team, was loaded at the Coalbrook breaker, across the yards from the scene of the contest, and fifty-five minutes later was en route for Wakefield. Mass.. via the Boston and Maine, in Extra 1219, north.

The guests, as was evidenced by their remarks

men upon the spirit with which they had taken part in it, and then COLONEL J. T. LOREE. vicepresident and general manager, who, with his staff, had broken in on an inspection trip over the system to watch the contest throughout, spoke of its educational benefits and commended the men upon the splendid accomplishment they had wrought in such a short space of time. He thereupon returned to A. G. DITMORE, divisional car foreman on the Susquehanna division, the Birkett cup, won a year ago by men from his shops, but possession of which had been at stake during the progress of the contest. In conclusion, he presented twenty-dollar gold pieces to the members of the winning team, while to those who comprised the second team, he gave tendollar gold pieces. He announced that another contest would be held either this fall or next spring.

This Was the Material Used in Each Car

UNDERFRAME

2	Center Siii Channels
8 2 4	Bolster Webs
2	Cross Bearer Webs
4	Center Braces at Bolster
1	Center Brace at Cross-Bearer
2	Braces at Draft Gear
1 2 1 2	Top Cover Plate Center Sills
2	Bottom Cover Plate Center Sills
1	Bottom Cover Plate Center Sills
1 2 2 1	Top Cover Plate Center Sills
2	Top Cover Plates (Bolster)
2	Bottom Cover Plates (Bolster)
1	Top Cover Plate Cross-Bearer

Bottom Cover Plate Cross-Bearer Hopper Slope Sheet Braces Connection Angles Side Sill Supports End Sill Supports Stringer Support Cylinder Support Bracket Cylinder Support Reservoir Support Tie Plates Hopper Sheets Fulcrums Pipe Clamp Brackets

15, 1925

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Material — Continued
                                           Hopper Carrier Irons
End Sill Channel
End Sill Fillers
End Sill Connection Angles
Stringer Supports
Top Cover Plates (Reinforce-
ments)
Bottom Cover Plates (Reinforce-
ments)
                                                                                                                                                                                                                                                                                                                                               Gussets (Reinforcements)
Splicing Channels
Flanged Splice Plates
Flat Splice Plates
Body Side Bearings
Body Side Bearing Shims
Body Center Plates
Center Pins—Key Way
Striking Plates
             4 2
             2
                                          Side Sills
Body Side Planks
Body Side Planks
Body End Planks
Body Side Stake
Nailing Girths
Slope Planks
Hopper Planks
Hopper Planks
Plank at Cross Center of Car
Flooring (Bd. ft.)
Skirt Planks
Hopper Door Planks
Outside Corner Bands
Inside Corner Bands
Outside Corner Bands
Outside Corner Bands
Vertical Straps
Side Sill Bearing Plates
Wine Door Hopper Plates
Wine Door Angles
                                                                                                                                                                                                                                                                                                                                              Section Body Truss Rods
Truss Rod Turn Buckles
Diagonal Tie Rod Plates
Diagonal Tie Rod Connections
Wine Door Washer Plates
Door Angles at Skirt Sheets
Side Stake U Bolt Plates
Diagonal Tie Rods
Side Stake Pockets
Door Hinge Straps
Door Hinge Straps
Door Hinge Butts
Wine Door Latches
Wine Door Latch Brackets
Wine Door Latch Weights
Queen Posts
Body Truss Rod Saddles
Inside Toe Steps
Beveled Washers 1½"
Beveled Washers 1½"
     2
8
8
1
13
56
12
                                                                                                                                                                                                                           16
8 24
14 4
16 16
16 8
8 8
8 4
4 2
2 4
 297
                                                                                                                                                                                                                                         DRAFT GEAR
                                             ARA 5 x 7 Type "D" Couplers 4
Cast Steel Coupler Yokes 8
Miner Draft Side Castings 4
Coupler Carrier Irons 4
                                                                                                                                                                                                                                                                                                                                               Harvey Draft Springs
Follower Plates
Follower Straps
Cast Steel Coupler Yoke Pins
                                                                                                                                                                                                                    SAFETY APPLIANCES
                                          End Wine Ladders Complete 2
Side Wine Ladders Complete 2
Sill Steps 2
Top End Horizontal Hand Holds 2
Top End Horizontal Hand Holds Bottom End Horizontal Hand 2
Holds Bottom Side Ladder Treads 4
Coupler Release Lever "A" end
                                                                                                                                                                                                                                                                                                 1 Coupler Release Lever "B" end
2 End Coupler Release Lever
Brackets
2 End Coupler Release Lever
Bracket Fillers
2 Center Release Lever Coupler
Brackets
4 End Sill Hand Holds
            2
1 Reservoir
1 Cylinder
1 Retainer Valve
2 Angle Cocks
1 Cutout Cock
1 Dirt Collector
2 Air Hose
2 Burnett Angle Cock Holders
Complete
1 Release Valve
5 '2" Wrot Pipe 1"
24' Wrot Pipe 1"
46' Wrot Pipe 14"
1 1" Union
1 14" Couplings
3 3" Elbows
2 Lag Screws 3" x 1 ½"
2 Lever Rests
2 Lever Rests
2 Lever Rests
3 Islope Plank Fulcrum
4 Center Sill Fulcrum
5 Cylinder Lever
6 Cylinder Lever
7 Center Fulcrum Lever
8 Fulcrum Lever
9 Cylinder Rod
                                                                                                                                                                                                                                                                                                                                           Connection Rods
Top Connection Rods
Hand Brake Rod
Push Rod
Release Rods
Hand Brake Lever
Connection Pins
Brake Connection Pin Cotters
Release Valve Rod Cotters
Train Pipe Hangers
Train Pipe Hangers
Train Pipe U Bolts
Release Valve Rod Hangers
Release Valve Rod Hangers
Release Valve Rod Hangers
Brake Chain Complete
Release Rod Cotters
Brake Shaft
Brake Shaft Support
Brake Shaft Support
Brake Shaft Support
Brake Shaft Cotter
Brake Shaft Cotter
Brake Shaft Cotter
Brake Shaft Roupport
Brake Shaft Cotter
Brake Row Brake Shaft Cotter
Brake Row Brake Shaft Cotter
Brake Pawl Ratchet Bearing
Brake Ratchet Wheel
Brake Pawl
Brake Wheel
Brake Step Board
                                                                                                                                                                                                                                       AIR BRAKE
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twelve

June

Material - Concluded TRUCKS Reinforced Back Brake Shoes Brake Shoe Keys Truck End Castings 33" Cast Iron Wheels 5 x 9 5 x 9 Axles Sets Truck Springs No. 7 Column Bolts Journal Box Bolts Brake Hanger Pins Brake Hanger Pin Split Keys Dust Guards 5 x 9 Schaefter Truck Levers Dead Lever Fulcrums Top Arch Bars Bottom Arch Bars Bottom Tie Rods Truck X Tie Straps Brake Beam Auxiliary Safety Hangers Journal Boxes 5 x 9 Journal Bearings 5 x 9 Journal Bearing Wedges 5 x 9 Cast Steel Truck Bolsters Bottom Schaeffer Connection Schaeffer Brake Hangers ARA No. 2 Brake Beams

	Misc	ELLANEOUS	
847 991 24	Buttonhead Rivets Machine Bolts Carriage Head Bolts	63 42 16	%" Grip Nuts %" Grip Nuts %" Grip Nuts
24 22 18 541	Rods Lag Screws ½" Wrot Washers	16 4 8	11/4" Grip Nuts 11/4" Grip Nuts 11/4", Grip Nuts
216 4 88 18	%" Wrot Washers %" Wrot Washers %" Wrot Washers	80 96 2	30-D Wire Nails 10-D Wire Nails Red Lead on underframe (Gals.)
18 44	%" Cast Iron Washers %" Cast Iron Washers	3 1/2	Truck and Frame Black Paint (Gals.)
44 8 4 12	%" Beveled Cast Iron Washers 1¼" Beveled Cast Iron Washers ½" Grip Nuts	3	Metallic Freight Car Paint (Gals.) White Lead (Lb.)

And These Were Some of the Visitors

Bangor & Aroostook—W. G. Knight, mechanical superintendent, Derby, Me.

Baltimore & Ohio—G. F. Patten, inspector of shops, Baltimore, Md., and F. H. Lee, superintendent freight car maintenance, Baltimore, Md.

Boston & Maine—D. H. Pyne, divisional car foreman, Mechanicville; F. P. Ramsdell, general foreman, Fitchburg, Mass., and G. C. Vogel, general piecework inspector, Boston.

Buffalo, Rochester & Pittsburg—C. E. Peiffer.

Rods

BUFFALO, ROCHESTER & PITTSBURG—C. E. Peiffer, master car builder, DuBois, Pa.

CANADIAN NATIONAL RAILWAYS—J. Hoskins, contract demonstrator, Montreal, P. Q.

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS—R. W. Tomlinson, piecework inspector, Indianapolis, Ind.

CHESAPEAKE & OHIO-J. A. Roberts, inspector, Richmond, Va.

CLINCHFIELD—Herman Bower, general foreman Car department, Erwin, Tenn.

Delaware, Lackawanna & Western—P. Alquist, master car builder; H. Surplus, general car foreman, and J. F. Thompson, general piecework inspector, all of Scranton, Pa.

Inspector, all of Scranton, Pa.

ERIB—J. McMullen, superintendent Car department, New York City; M. H. Quinn, superintendent car repairs, Jersey City; H. E. Perry, divisional car foreman, Susquehanna, Pa.; W. H. Middaugh, divisional car foreman, Port Jervis, N. Y.; R. Knorr, divisional car foreman, Dunmore, Pa.; G. Goldsmith, shop superintendent, Buffalo; W. W. Warner, shop superintendent, Kent, O.; J. Todd, shop superintendent, Susquehanna, Pa.; G. Thibaut, master mechanic, Susquehanna, Pa.; F. J. Philbin, inspector, Dunmore, Pa.; J. Murphy, A. R. A. Inspector, Dunmore, Pa.; M. Smith, car foreman, Dunmore, Pa.; L. H. Creighton, car foreman, Port Jervis, N. Y.; C. H. Weber, steel car fore-

man, Dunmore, Pa.; S. Donato and J. Herko, carmen, Dunmore, Pa.

GRAND TRUNK—B. J. Farr, superintendent of motive power and car department, Battle Creek, Mich., and G. E. Murray, electrical and mechanical engineer, Battle Creek, Mich.

LEHIGH VALLEY—F. Fouse, Packerton, Pa.; Ira Everett, chief car inspector, Bethlehem, Pa.; W. E. Stork, general car foreman, Coxton, Pa.; E. Minick, general freight car foreman, Sayre, Pa.; and F. Miller, foreman car inspectors, Wilkes Barre, Pa.

LONG ISLAND—A. L. Anderson, general foreman, and S. Reuter, foreman, of Richmond Hills, and W. Morrison, storekeeper, Jamaica, L. I. MICHIGAN CENTRAL—W. J. Rourke, traveling general foreman, Detroit.

MISSOURI-KANSAS-TEXAS—G. O. Luckie, general car foreman, and J. R. Hayden, car draftsman, of Denison, Texas.

Missouri Pacific—E. E. Arnold, superintendent of shops, DeSoto, Mo.; L. R. Christy, general car inspector, St. Louis, Mo.; and H. M. Watts general car foreman, Little Rock, Ark.

car foreman, Little Rock, Ark.

New York Central—A. A. Burkhard, divisional car foreman, West Albany.

New York, Ontario & Western—B. P. Flory, superintendent of motive power, Middletown, N. Y.; A. Kipp, general car inspector, Middletown, N. Y.; W. W. Daley, master mechanic, Norwich, N. Y.; C. V. Fryer, general car foreman, Middletown, N. Y.; A. J. Boyd, car foreman, Norwich, N. Y.; C. A. Green, assistant car foreman, Norwich, N. Y.; L. J. Ten Broeck, car foreman, Carbondale, Pa.; and C. T. Heckroth, chief piecework inspector, Middletown, N. Y.

New York, New Haven & Hartford—J. P. Egan, general superintendent car maintenance, New

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Haven, Conn.; F. S. Cole, general car foreman, Maybrook, N. Y.; H. W. Case, general foreman, Hartford Conn.; J. E. Shean, supervisor and inspector, Readville, Mass.; W. L. Hill, car foreman, Boston; and H. H. Legg, foreman, Boston, Mass.

PENNSYLVANIA—A. W. Kerns, shop inspector, Altoona, Pa.
RICHMOND, FREDERICKSBURG & POTOMAC—T. S. Cheadle, chief car inspector, and A. H. Moncure, general foreman, of Richmond, Va.
READING—H. S. Keppelman, general car inspector, and A. B. Clark, general foreman, of Reading, Pa.

Pa. St. Louis-San Francisco—R. Sloan, supervisor of piecework, Springfield, Mo. Interstrate Commerce Commission—J. Bromley and A. M. Banks, Washington, D. C. Railway Mechanical Engineer—M. B. Richardson, New York City.

RAILWAY SUPPLY HOUSES

ADAMS & WESTLAKE-Howard Seip, New York

AIR REDUCTION COMPANY—H. A. Hocking, L. N. Vail, L. R. Rush, and J. W. Knowles, all of New York City.

YORK City.

AMERICAN CAR & FOUNDRY COMPANY—H. Streader, New York City.

AMERICAN STEEL FOUNDRIES COMPANY—T. H. Hopkirk, New York City.

CHICAGO PREUMATIC TOOL COMPANY—D. E. Cook, New York City.

DUFF MANUFACTURING COMPANY—W. G. Robb, New York City.

FRANKLIN OIL COMPANY-I. S. Westley, Franklin, Pa.

GALENA OIL COMPANY—W. A. Turbee and W. A. Foster, New York City.

GOLD CAR HEATING AND LIGHTING COMPANY—
F. H. Smith, Brooklyn, and A. B. Strange, New York City.

GRIP NUT COMPANY—H. Passmore, Chicago, Ill.

HAUCK MANUFACTURING COMPANY—G. N. Broadhurst, Brooklyn.
INDEPENDENT PNEUMATIC TOOL COMPANY—W. E. Dougherty and F. A. Herman, Philadelphia.

INGERSOLL-RAND COMPANY—F. M. Cross, New York City, and S. R. Sanders and H. L. Kent, of Scranton, Pa.

JOYCE CRIDLAND COMPANY—A. S. Beattys, New York City.

KAY & ESS COMPANY—A. J. Bush, Dayton, O. LESHER-WHITMAN COMPANY—L. Gorling, New York City.

MAHR MANUFACTURING COMPANY—R. G. White, New York City.

MANNING MANWELL & MOORE—W. Deems New Manning Manwell & Moore—W. Deems New

MANNING, MAXWELL & MOORE—W. Deems, New York City.

W. H. MINER-J. H. Link, Chicago, Ill. NATIONAL BRAKE COMPANY—W. D. Brewster, Buffalo, N. Y., and R. F. Hayes, New York City.
NATIONAL MALLEABLE & STEEL CASTING COMPANY
—W. Lewis and E. V. Sihler of New York City.

New York Air Brake Company-H. A. Flynn, Boston.

A. O. NORTON-H. J. Wilson, Boston. OIL FURNACE COMPANY-Ray White, New York

OXWELD RAILROAD SERVICE COMPANY—A. D. Bowman, New York City.
PRATT & LAMBERT, INC.—S. S. Demarest, Long Island City.

SAFETY CAR HEATING & LIGHTING COMPANY— B. Mills, Boston, and J. S. Henry, New York

SCIENTIFIC PRODUCTION CORPORATION-H. H. Linton, New York City.

SHERWIN-WILLIAMS COMPANY-J. Schlintz, New York City.

SUPERIOR FLAKE GRAPHITE COMPANY-L. H. Snyder, Chicago, Ill.

Union Asbestos & Rubber Company-O, H. Neal, New York City.

Neal, New York City.

VAPOR CAR HEATING COMPANY—W. H. Tucker,
New York City.

WALWORTH MANUFACTURING COMPANY—P. B.
Miller, Boston, Mass.

WESTINGHOUSE AIR BRAKE COMPANY—E. May-lock and H. B. Gardner, New York City. WINE RAILWAY APPLIANCE COMPANY—P. P. Beck, New York City.

Key to Photographs

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(1) Oneonta team, seated (left to right—Alex Ushtwant, Henry Nellson, Horace Landry, Fortunatus Kattansick, Percy Brush, and Fred Lamb. (Second row)—John Knosvitch, Joseph Dilello, Lee Colburn, Warner C. Arndt, Albert Dilello, and Fred Demesko. Standing—Claude E. Gregory, plecework inspector; Ross J. Comstock, foreman steel gang; Egnu Solowich, Daniel Patrick, Herman Wells, Louis Colone, Mike Truchan, Elmer Young, and Rathbun J. Cook, foreman wood gang.

Young, and Rathbun J. Cook, foreman wood gang.

(2) Colonie-Green Island team, seated teft to right)—Joseph Drohomericki, Michael Seledee, Joseph Niemiec, Merrill G. Bennett, Mike Kotansky, and Joseph Gowacte. Kneeling—Frank Zyvonski, Walter Ekiert, John Gachus, Steve Croykowski, and Steve Cherney. Standing—James J. O'Keefe, foreman steel car repairs; George Bokay, Adam Olesqueski, Joseph Cole, Peter Hitch, Mytro Washinko, and Harry Travis, foreman wood car repairs. repairs.

(3) G. W. Ditmore, master car builder.

(4) A. G. Ditmore, master car builder.

(a) A. G. Ditmore, master car builder, Susquehanna division, receiving Birkett cup from Colonel J. T. Loree (right), vice-president and general manager.

(5) Carbondale team, seated (left to right)—
Milo Ross, Charles Drogo, George Lewis, Arthur
Rake, and John Schivitz. Kneeling—Edward
Moore, Pasquale Buonomo, Semi Buonomo, Anthony
Ross, Pasquale Cerra, and Lawrence Zappa.
Standing—Otto Richardson, assistant foreman
steel work; James Snee, Fred Ross, Luigo Mon-

tanaro, Leo Baker, John Villano, Joseph Pastore, Frank Kolbozowsky, and R. C. Schuster, foreman wood work.

PAGES 8 AND 9

(1) Before the start. (2) With the Oneonta Steel Workers. (3) Colonie's steel work progresses, (4) Colonie finishes its steel work. (5) The wood work under way. (6) The wood work nearing conclusion. (7) A general view of the contest while in progress.

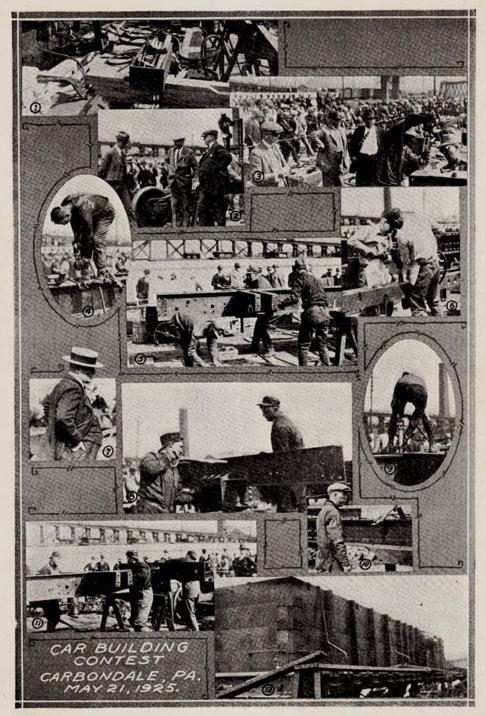
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(1) Material layout. (2) W. G. Knight, mechanical supervisor, Bangor and Aroostook, and C. E. Peiffer, master car builder, Buffalo, Rochester and Pittsburg, judges; and "Jim" O'Neil, general foreman, Car department, Green Island. (3) W. K. Brodle, divisional piecework inspector; A. G. Ditmore, divisional car foreman, and Ross Comstock, foreman steel work—all of the Susquehanna division. (4) Frank Zyvonski, steel worker on the Colonie-Green Island team, using a home-made lever dolly bar. (5) Oneonta steel workers speeding up. (6) Colonie-Green Island wood workers using air machine for tightening nuts on U boits holding stake pockets. (7) P. Alquist, master car builder, Delaware, Lackawanna & Western, one of the judges. (8) Carbondale steel workers. (9) A Carbondale steel worker. (10) J. J. O'Keefe, foreman steel work, Colonie-Green Island steel workers. (12) Portable scaffolds used by Oneonta team.

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Unlike the car-building competitions, which took place outside of regular work hours, there were also track inspection competitions sponsored by the D&H. These competitions took place during work hours, as part of the regular, on-the-job day. Given such on-the-job competitions among the workers in the various divisions of the D&H, excellent job performance was not only encouraged but also officially recognized by the D&H. In the February 1, 1931 issue of *The Delaware and Hudson Railroad Bulletin*, pp. 37-38, we find the following article about the 1930 track inspection competition:

Champlain Division Section Wins 1930 Track Prize

ITH the awarding of the prizes for the Fifth Annual Track Inspection. covering the calendar year 1930, the distinctive honor of having what was officially judged to be the best main line section, so far as the physical condition of the track and the efficiency with which it was maintained are concerned, fell to the Champlain Division. Section 14, Sub-Division "K," at Douglass, N. Y .. of which G. LECLAIR is Foreman, earned a rating of 102.35, thereby wining first prize. (A description of the method used in arriving at the

final ratings was printed in the March 15, 1928, issue of The Bulletin).

The competition for this position was especially keen during 1930, G. CICCONE, of Plattsburg, placing second with 102.30, while F. MAZZA-RELLA, of Sidney, who won first prize last year, was third with 101.45. This reflects the vast improvement in track conditions which has taken place since the prizes were first awarded in 1926. The general average for the entire system during that year was 71.4. By 1929 it had gone up to 89.00, and last year nearly two points more were gained when the figure was 90.74. This truth is further proven by the fact that in 1926 the highest rating for any section on the entire system was 97.2 while in 1930 seven main line and two branch line sections earned averages in excess of 100.

This is the second time that a section on the Champlain Division has been selected as the finest on the system. In the other three years since the prizes were instituted, Susquehanna Division sections have held the honor twice, and the Saratoga Division, once. The winners previously were: Section 9. Sub-Division "E" Susquehanna



Sign Denoting Prize Section

Division. Schenectady, in 1926; Section 8, Sub-Division "L." Champlain Division, Cooperville. 1927; Section 14, Sub-Division "F," Saratoga Division, Ballston, 1928; and Section 8, Sub-Division "C." Susquehanna Division. Sidney. in 1970

Following the announcement of ratings on the system, by the Engineer Maintenance of Way, the sign shown in the accompanying illustration was transferred from Sidney to Douglass where it will remain for the balance of 1931. A similar sign is displayed by each of the winning

Main and Branch Line sections of each Division. In addition, plaques to be displayed on the walls of tool houses during 1931 are awarded to all Prize Winners.

One of the interesting features of the competition in 1930 was the improvement in the condition of a number of sections. Particularly outstanding was the record of Section Au-1, located at Peru, on the Ausable Branch, of which H. DESO is Foreman. In the 1929 contest, the final rating of this section was 82.85; by the time of the 1930 track inspection its average had increased to 100.23, an improvement of 17.38 points in a single year. It therefore not only won the award for the greatest improvement on its division, but also the best branch line prize. Similar increases in averages were shown by each of the sections winning "Greatest Improvement Prizes."

In amount this year's awards were the same as in the previous year.

The detailed list of the winners in 1930, their locations, ratings, and cash prizes, follows:

The Delaware and Hudson Railroad Bulletin

Name	Prize	Amt.	Division	Sub. Div.	Sectio	n Location	Averag
G. LeClair	1	\$50.	Champlain	K	14	Douglass	102.3
G. Ciccone	2	25.	Champlain	Ĺ	3	Plattsburg	102.3
F. Mazzarella	3	15.			8	Sidney	101.4
	BEST BRA	NCH L	INE SECTION	-SYSTE	М		
H. Deso	1	100.	Champlain	L	Au-1	Peru	100.2
J. Baker	2	75.	Champlain	L	Au-2	Ausable Forks	100.1
V. Santarcangelo	3	35.	Saratoga	F	B-1	Ballston Lake	98.8
	ВЕ		N LINE SECT	ION			
G. LeClair	1	100.		K	14	Douglass	102.3
G. Ciccone	2	60.		L	3	Plattsburg	102.3
S. Dismone	3	35.		K	9	Port Henry	100.8
		Sarat	oga Division				
F. Parillo	1	100.		F	14	Ballston	101.2
S. Mattrazzo	2	60.		H	1	Saratoga	99.7
G. Cefferillo	3	35.		F	10	Mechanicville	99.3
		Susqueh	anna Division				
Mazzarello	1	100.		C	8	Sidney	101.
W. W. Buchanan Delasco	2	60.		Č E	4 9	Otego	101.
2. Delasco	,	35.		Е	9	Schenectady	101.0
Dillelo			ania Division	- 22		6 17.11	00
W. Warner	1 2	100.		C	5	Center Village	99.
. Vandenburg	3	35.		č	4	Tuscarora Windsor	98.
	FIRST CI	ASS Y	ARD SECTION	-SYSTE	М		
1. Powell	1	100.	Susquehanna		1	Oneonta	90.8
. Altier	2	75.	Pennsylvania		11	Green Ridge	85.0
. Altieri	3	35.	Susquehanna	E	6	Glenville	85.4
W	SECOND C	LASS Y	ARD SECTION		М		
. Pasquarell	1	100.	Susquehanna		7	Schenectady	91.0
. Lorado . Orolgio	2 3	75. 35.	Champlain Susquehanna	L	18	Plattsburg Delanson	91.3
		7,57,0	GREATEST	N III	7.7	Details of the second	50.1
I. Deso	1	50.	Champlain	L	Au-1	Peru	
. Baker	2	25.	Champlain	Ĩ.	Au-2	Ausable Forks	
. Corsall	1	50.	Saratoga	H	Lg-5	Lake George	
. W. Ross	2	25.	Saratoga	1	9	North Creek	
C. Mahar D. Tucie	1	50.	Susquehanna		8	Seward	
Vendrone	2	25.	Susquehanna		21	Cooperstown	
	1 2	50.	Pennsylvania		10	Scranton	
J. E. Mutchler	2	25.	Pennsylvania		6	Lanesboro	

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D&H Field Days

Leisure time with options: To be able to spend leisure time with one's co-workers in an event such as a field day outing at a local excursion destination is an indication that the quality of one's life is good.

On August 15, 1925, the first annual D&H Field Day was held at Lake Lodore Amusement Park. Here is the announcement of that field day that is given on the back cover the August 1, 1925 issue of *The Delaware and Hudson Company Bulletin*:

FIRST ANNUAL D. & H. FIELD DAY (ALL DEPARTMENTS) ---AT--LAKE LADORE SATURDAY, AUGUST 15, 1925 BASEBALL PENNSYLVANIA DIVISION vs. ALBANY GENERALS 3:30 P. M. MARRIED MEN vs. SINGLE MEN 11:30 A. M. **SPORTS** 100-Yard Relay Race Fotato Race Amateur Boxing Running Broad Jump Sack Race 100-Yard Dash Three-Legged Race Fat Man's Race Tug of War Swimming and Boat Races Shot Put, Etc. ADDED EVENTS FOR LADIES AND CHILDREN — PRIZES TO BE AWARDED **AMUSEMENTS** Dancing Boating Swimming Midway, Etc. Refreshments Served MUSIC BY BATES & NIESEN'S ORCHESTRA EVERYBODY WELCOME

Extensive coverage of this D&H field day on Saturday, August 15, 1925 is presented in the September 15, 1925 issue of *The Delaware and Hudson Company Bulletin* on pp. 5-6, 14. Here is the photo collage about that field day that is given on the cover of that *Bulletin*:



Here is the article about that field day that is given in the September 15, 1925 issue of *The Delaware and Hudson Company Bulletin* on pp. 5-6, 14:

"Day and Night of Pleasure / Thousands of Happy Folk Thoroughly Enjoy First Annual Outing of Pennsylvania Division Employes, at Lake Ladore / LAKE LADORE, on our Honesdale branch, again is blossoming into prominence. It has roused from its Rip Van Winkle of a quarter of a century and its challenge is being heard far and wide. It is the same call that once made it the premier pleasure resort in the vicinity of Pennsylvania's Lackawanna valley and its record for capacity crowds was without equal. History repeats, 'tis said, and because this is so it again looks like 'old times' at the lake. / But that is only part of the story. The climax came on Saturday, August 15, when between six and seven thousand people--employes from every department of the Pennsylvania division, members of their families, and friends--together enjoyed the lake and its many side attractions in celebration of their First Annual Field Day. The climax was indeed a surprise. It eclipsed the fondest hopes of those who had promoted the event. Truly, it was a record breaker from the word 'go.' / And the aftermath has been one of general approbation. All who enjoyed the many features of the day agree that nothing was lacking. Surely it was a happy thought when J. J. BRENNAN [photo on page 5], master mechanic on the division, and few close associates conceived the idea that made it possible. With no precedents to guide them, however, they were hazarding a guess. But it was a good one, nevertheless, for its announcement at once strummed a popular chord of sentiment and from the very outset indications were that the day, if weather conditions were favorable, would see a good response to the invitation to participate in a get-together wherein good fellowship was to predominate without restraint. / Even with this encouragement to urge on the preparations, it still remained to see what the day might develop. Whatever uncertainty there was, moderated considerably as the time for the outing approached, but it was not until Saturday morning, when at about 10 o'clock, it looked as if all of Carbondale was turning out for the day, were all hopes set at ease. / The station afforded a heart-warming scene. Gathered there was a crowd that filled the waiting room and platform--a happy, congenial crowd of men, women and children, in not a few instances, entire families. Men from every branch of the service--mechanical, transportation, maintenance of way, coal storage, and accounting departments were here represented--mingled together in a most pleasant sort of way. Shortly a train from Wilkes-Barre arrived, having picked up en route some eight hundred other jolly folk, and at once the scene changed to that of a family reunion as cordial greetings were exchanged. Meanwhile, a steady stream of motor cars was wending its way up Canaan street and over the Moosic mountain, following in places the trail of the old gravity railroad to the lake. / It is hard to tell just when the first signs of a big day were noticed at the lake, but it must have been sometime during the early hours of the forenoon. And from then on until well into the evening, the road leading from Gray's crossing was a busy thoroughfare with people on foot and in motor cars hurrying along to join the throng in the grove and at the water's edge. At one time upward of a thousand automobiles taxed the capacity of a large parking

field nearby [emphasis added]. / The midway afforded day and night attractions and there had been arranged, also, a sports program that continued in progress for several hours. A Marathon race starting at 7th street, Carbondale, and ending at the lake, inaugurated the athletic events, with John Chapin leading a field of twelve starters. JOE DUNLAP of the Motive Power department finished second; 'Silent' Cawley of Moosic, Pa, third; and William Schoonover, fourth. / A baseball game between the married and single men marked the opening of the field sports [at 11:30 A.M.], and despite the unevenness of the grounds, was rather well played. The benedicts, with EDDIE GREGOR pitching, and ARTHUR EMMETT catching, won the contest, 4 to 2. JOHN BURNETT was the pitcher, and TOM RYAN the catcher for the losing side. / Long before the game was over, 'Arch' Morgan, physical director at the Young Men's Christian Association in Carbondale, and RAY ROBINSON of the Engineering Corps, as announcer [photo of both on page 5], were chafing uneasily to start the running, jumping, and other like events. When at last they got the field, the sidelines were pressed so strongly by eager onlookers as many times to threaten the continuance of such sports. / JERRY WALKER of the Motive Power department started the winning by taking the 100-yard dash for men, being followed, in second position, by HARRY HALESKY of the Coal Storage department. The 100-yard relay was won by a team composed of KELLOGG of the Police department and EVERS, PHELPS and SANDY of the Generals, with a team composed of FRIER, WHITE, HALESKY and WALSH, running in second place. LOUIS KELLOGG of the Police department got the prize for the 12pound shot put, and KEILERLIE of the same force was second best. It took some persuasion to get GEORGE MANGUS, well known Motive Power department boxer, to enter the sack race, but in the end he led the field with A. AVIET of the same department running next. The running broad jump was closely contested and went to W. DISEAU of the Coal department, with H. FRIER of the Car department a pressing rival. Something wholly unexpected happened to the Maintenance of Way men who, instead of dragging their Motive Power department friends into the lake in a tug of war, themselves fell victims to greater strength. KELLOGG and WALKER got the three-legged race by a hair, and J. WAGNER of the Car department out-rowed all other contestants in the boat race for men. The 50-yard swimming event for men went to D. RICHARDS of the Motive Power department. / The ladies' events were contested in equally as fine spirit and created the same excitement as did those arranged for the men. MISS MARGARET LEWIS of the divisional car foreman's office, won the boat race, leading MRS. W. W. MILLER to the line. GLADYS WEED, also of the divisional car foremen's office, was third. MRS. L. J. MCLAIN (Car department) won the egg race, and MRS. WILLLIAM NOLAN (Maintenance of Way), was second. MRS. ROY HENDERSON (Car) made the crowd step back a bit when she toed the mark in the baseball throwing contest and outclassed the field. MISS EHIHARD got second place. Like the noise from a battery of machine guns, was the nail driving contest which was won by MRS. NOLAN, with MRS. SPENCER (Motive Power) second best. And last, but not the least exciting by any means, was the cracker eating contest also won by MRS. NOLAN, with MRS. DILLMUITH (Motive Power) second. / During the time that the

events at the lake were in progress, the [Albany] Generals and the Pennsylvania division team were battling their way through an interesting contest [began at 3:30 P.M.] that ended a 13 to 11 victory for the former. Throughout the play, hardly a break was made in the sidelines that extended well down past first base and along the path from third to home. DOLLARD opened for the Generals, but was followed by ROSBECK, and HERBST did the receiving; while for the Pennsylvania division team the battery was MIKE NEWCOMB and CONNERS, and BARRETT and DAVIS. The box score was as follows:

GENERALS

	AB	R	1B	PO	A	E
Schermerhorn, 1b	5	2	3	13	0	0
Phelps, cf	5	2	2	2	0	0
Sandy, 3b	4	2	0	1	3	1
Esmond, 1f	5	2	3	1	0	0
Marterer, 2b	5	2	2	3	4	1
Schermerhorn, 1b	5	2	3	13	0	0
Herbst, c	5	2	1	2	2	0
Connelly, ss	5	0	2	5	3	2
Evers, rf	5	0	1	0	0	0
Dollard, p	2	1	0	0	1	0
Rosbeck, p	3	0	0	0	0	0
Totals	44	13	14	27	13	4

PENNSYLVANIA DIVISION

	AR	R	1B	PO	A	E
Breslin, 1f	4	1	0	1	0	0
Dower, ss	3	3	2	3	0	0
M. Walsh, 2b	5	1	1	3	2	0
T. Walsh, 1b	5	1	2	11	0	0
Munley, rf	4	2	1	0	0	1
Berry, cf	5	1	2	0	0	1
Leo, 3b	5	1	1	1	3	2
Barrett, c	3	1	2	3	1	0
Davis, c	2	0	0	5	1	0
Newcomb, p	3	0	1	0	3	1
Conners, p	2	0	0	0	0	0
Totals	41	11	12	27	10	5

Score by Innings

										R
Generals	1	0	0	3	2	0	4	1	2	13
Penn. Div.	0	0	0	5	1	0	4	0	1	11

Summary: Two base hits--Schermerhorn (2), Connelly, Barrett; three base hits--Herbst; stolen bases--Sandy; double plays--Marterer to Connelly to Schermerhorn, Connelly to Marterer to Schermerhorn; left on bases--Generals, 5; Carbondale 4. Bases on Balls--off Dollard, 3; off Rosbeck, 3; off Newcomb, 2. Struck out by Dollard, 1; Rosbeck, 1; Newcomb, 3; and Conners, 2.

In the dancing pavilion, following the game, more entertainment was in store. A First Aid contest between a Motive Power department team and a Car department team was won by the latter. Starting with 700 points each, the Car department lost but fifteen and the Motive Power seventeen and a half, which indicates that both worked with rare precision under the stress of speed. The phases undertaken included a fracture of the left collar bone and fracture of the right thigh, patient being handled on regular stretcher; simple fracture left leg and simple fracture of right forearm, improvised stretcher from poles and overall jacket being used; application of tourniquet to femoral artery right leg, handling patient with human stretcher; simple fracture of shaft of left arm and laceration of scalp, support being afforded by single helper; fracture of right knee cap and fracture of lower jaw, left side, with patient being moved on a three-handed seat; demonstration of the Schafer method of artificial respiration, and lastly, a demonstration of the fireman's lift. / Boxing in several classes followed and the close attention given by the crowd that filled every bit of available space within the hall, was broken only by the almost continuous applause that urged one contestant or another to greater efforts. The results were a draw between J. WALKER of the Transportation department and GEORGE MANGUS of the roundhouse force at Carbondale; another draw between 'Kid' Matthews, who made his first appearance in the ring and did himself credit, and 'Young' Gouldsworthy of Taylor; a knockout for 'Kid' Benway who opposed JOHN MATTHEWS; a draw between CHARLES WOLF and SAM POTES, both of the Car department; and a victory for 'Silent' Cawley of Dunmore who met ANDREW SEDLOCK, a novice. A ten-minute wrestling match to a draw between 'KID' PONZI and MILO FITCH proved a worthwhile feature as did the boxing bout between 'Bob' and Walter Hodge, the six and eightyear old sons of LOUIS HODGE of Oneonta, a Susquehanna division trainman, who are well known to all boxing fans among our employes and never fail to make a decided hit wherever they appear. / Cash prizes to the amount of \$265 were awarded during the day and evening as were a score or more contributions of real value made by Carbondale and Scranton merchants, and by employes. / Dancing [music by Bates & Niesen's orchestra] brought the day to a close and proved a delight until the hour of departure of the special train at 11 p. m. Meanwhile the various concessions were well patronized and the grove, well lighted, was alive with activity. At no time during the day had there been any interruption of an unfavorable character to spoil any part of the program or the enjoyment of any individual and up to the very last minute everyone had the best time possible. / The officials of the Company, headed by H. F. BURCH, assistant general manager, were a part of the happy gathering throughout the day and evening, and there

were also present, several officials from other railroads; E. J. Healey, mayor of Carbondale, and 'Jack' W. Holder and 'Bill' Davidson, federal inspectors. / A golf tournament and dinner at the Crystal Lake Country Club was the Sunday entertainment arranged for the official party. M. J. MCDONOUGH, division engineer of the Pennsylvania division, made the best score in covering the course and was awarded a handsome silver loving cup. H. D. CHAMBERLAIN, finishing second, received a golf bag, and C. A. MORGAN, superintendent of the Pennsylvania division, and H. E. MORGAN, division agent, finished in third place for which honors a wrist counter was offered. / J. J. BRENNAN, master mechanic, was chairman of the general committee in charge of the entire program, and the sub-committees were headed as follows: Finance, T. A. MACKIN, general roundhouse foreman at Wilkes-Barre; refreshments, M. J. CANTWELL, assistant trackman; publicity, JOSEPH PHILBIN, chief clerk to the division engineer; athletics, Archie Morgan, physical director at the Carbondale Y. M. C. A.; grounds, M. J. MCDONOUGH, division engineer; and dance, J. Sullivan.

The "Second Annual D. & H. Field Day" took place at Lake Lodore on Saturday, August 14, 1926. Here is the announcement of that event that is given on the back cover of *The Delaware and Hudson Company Bulletin*, August 15, 1926:

Second Annual D. & H. Field Day

(ALL DEPARTMENTS)

-AT

LAKE LODORE SATURDAY, AUGUST 14, 1926

BASEBALL

PENNSYLVANIA DIVISION vs. ALBANY GENERALS
3:30 P. M.

CAR DEPARTMENT vs. ROUNDHOUSE

SPORTS

100-Yard Dash Potato Race Running Broad Jump
Sack Race Three-Legged Race Fat Man's Race
Shot Put Tug of War Pie Eating Contest
Swimming and Boat Races

PRIZES FOR ALL EVENTS

AMUSEMENTS

Boating Swimming Dancing Midway, Etc.
Refreshments Served

EVERYBODY WELCOME

A write-up on this second D&H Field Day was probably published in the September 15, 1926 issue of *The Delaware and Hudson Railroad Bulletin*. Regrettably, a copy of that issue of the *Bulletin* is not in the holdings of the Carbondale D&H Transportation Museum.

From the announcement of the upcoming event, we do know that two baseball games were planned: one between the Pennsylvania Division and the Albany Generals, beginning at 3:30 P.M., and one between the Car Department and the Roundhouse, beginning at 10 A.M. Other sporting events planned for the day were: 100-yard dash, potato race, running broad jump, sack race, three-legged race, fat man's race, shot put, tug of war, pie eating contest, and swimming and boat races.

2312

D&H Veterans' Association

Social get-togethers with one's former co-workers were a regular feature in the lives of most D&H employees. At such get-togethers, fond recollections of the past enriched the present moment for these former D&H employees: during their working years for the D&H the quality of their lives was first class, during their retirement years, the quality of their lives, enriched by pleasant memories, was also first class.

The D&H Veterans' Association was formed in Scranton on February 26, 1922. We have not yet learned where the 1923 annual meeting of the association took place. The third Annual Outing and Dinner of The Delaware and Hudson Veterans' Association was held at Cooperstown, NY, 1924.

The fourth Annual Outing and Dinner of The Delaware and Hudson Veterans' Association took place at Central Park, Schenectady, NY, Saturday, August 8, 1925. A detailed announcement about this fourth annual reunion of this association is presented in the August 1, 1925 issue, pp. 7, 11-13, of *The Delaware and Hudson Company Bulletin*, as follows:

Veterans To Visit Electric City

Fourth Annual Reunion of Their Association Will Be Held Amid the Beautiful Surroundings of Central Park, Schenectady

IVEN the right sort of weather, the Fourth Annual Outing and Dinner of The Delaware and Hudson Veterans' Association which is to be held in Central Park, Schenectady, N. Y., on Saturday, August 8, promises to climax all previous events of the kind. That is the hope and ambition, at least, of the members of the committee making the arrangements for the day. In their planning Schenectady has been chosen because of its central location thereby making it possible for every veteran to attend and still be able to return to his home the same day. Practically every detail has now been worked out and when those who desire to be served with dinner at the park have made their reservations, everything will be in readiness for a day that never can be forgotten because of the many splendid features it will develop.

While the distances from Rouses Point and Wilkes Barre may seem forbidding to some, the schedules have been made sufficiently fast enough to remove much of the tediousness of such a trip. But those who have attended these reunions in the past will recall that the train journey has afforded such a fine opportunity for the renewal of acquaintances as to make the hours so spent

altogether too few.
These schedules
are based on Eastern Standard
Time.

Members living in the vicinity of Albany and Troy, or on those portions of the Saratoga and Susquehanna divisions not included in the schedules, will find either local train or trolley service sufficiently convenient.

As it is expected that upward of 1,000 persons will reach Schenectady on these trains special arrangements have been made to transport them from the Union station to the park in trolley cars. In order to expedite this movement, tokens at seven cents each, the equivalent of a one-way fare, will be sold en route leaving Oneonta and Whitehall. This will avoid any confusion resulting from the making of change as the trolleys are being boarded, and as these cars will move on a two-minute headway the necessity for such an arrangement is at once apparent.

The trip to the park will not occupy more than twelve or fifteen minutes and, for the greater part. lies through the finer residential quarter of the city. The beautiful homes, fine boulevards, and a wonderful profusion of shrubbery, trees and flowers make the ride a genuine pleasure all the way.

Schenectady is an industrial city. It is one of our fastest growing cities. And to its growth we, as railroad men, have contributed much from a transportation standpoint. In 1890 it had 19,902 residents; in 1900, 31,682; in 1910, 72,826; in 1920, 88,723; in 1924, 100,067 (estimated); and, in 1925, 102,161 (estimated). During 1924, 2,074 building permits with a total valuation of

(Continued on Page 11)



EDISON WORKS, GENERAL ELECTRIC COMPANY

1, 1925

seven

Veterans to Visit Electric City (Continued from Page 7)

\$8,229,883 were issued as compared with 1,821 and a total of \$4,951,604 in 1923.

Here is the home of the General Electric Company (Edison Works) employing 23,000, people; the American Locomotive Company with 5,000

employes; the Weber Electric Company, with 600 employes; and Mica Insulator Company and the Maqua Company with 350 employes each. Twenty-eight other concerns employ approximately 3,500 persons.

Electrical apparatus of all kinds used for generation, transmission, distribution, measurement and utilization of electricity, steam and electric locomotives, paper boxes, baseballs, collars, shirts, fireworks, pulleys, varnish, awnings, gloves, bricks, electric signs, mattresses, medical products, cigars, building stone, novel-



THE BRIGHAM CUP

ties, furniture, aprons, printing, books, lithographing, bread, ice cream, and soft drinks are manufactured here.

The city proper covers a total area of 10.34 square miles and boasts of seventy-eight churches; twenty-one school buildings, exclusive of Union college, including one high school, seven intermediate, twenty-two elementary and one continuation school with an average daily attendance of 16,331 pupils at an average annual cost per pupil of \$613.43; a public library of 58.215 volumes, with three branches; two daily newspapers, as well as several foreign language newspapers; a police department of 153 members, including a chief and assistant chief; a fire department of 105 permanent and 385 volunteer members, which covers the city from twelve stations and with the aid of 1.715 hydrants with a water pressure ranging from forty to ninety pounds; and, six banks with a total capital of \$23,175,000, surplus of \$3,466.236, and deposits of \$57,852,167. There are three theaters and several moving picture houses and plans are under way for the completion, during 1926, of a new vaudeville theater with a seating capacity of 3,000, that will cost about \$1.250,000. Six first class hotels with a total of 645 rooms accommodate the transient trade. Of the private homes 98 per cent are wired for electricity and 95 per cent are piped for gas. Twenty thousand telephones are in use.

From an established health center the activities of the Health department are carried on. These include the operation of an isolation hospital for contagious diseases and three infant welfare stations. Clinics are conducted in pre-natal, child hygiene, eye, ear, nose and throat, congential, venereal, tuberculosis, medical, surgical and mental cases. The death rate for 1923 was 10.57 per 1,000, and the birth rate 18.25 computed on the same basis.

It is located on our Susquehanna division with connections at Delanson, Mechanicville and Saratoga Springs. The main line of the New York Central passes through the city, while the Boston and Maine and West Shore railroads touch it at Scotia and South Schenectady. The Schenectady Railway Company operates its local and interurban trolley service with cars to Albany, Troy and Saratoga Springs, making connections for Glens Falls, Lake George and Warrensburg and with the Fonda, Johnstown and Gloversville railroad.

Union college, founded in 1795, occupies a beautiful campus of over 100 acres in the heart of the city, the entrance to which is a memorial to John Howard Payne, the author of "Home, Sweet Home." More than 700 students are enrolled annually for courses in arts, sciences and philosophy.

Efforts are being made to have sufficient cars on hand to make possible a sight-seeing tour which will bring to view such points of interest as the new Mohawk Golf club, built at a cost of approximately \$250.000; the Ellis hospital with new addition; the American Locomotive Works; the new \$1,100,000 Hotel Van Curler; the Great Western Gateway bridge, costing nearly \$3,000,000; the Washington Avenue improvement; the General Electric Workings covering nearly seven million feet of floor space; the Erie boulevard development, built on the bed of the old Erie canal; the public library; Union college; the boulevards and the best of Schenectady's beautiful residential districts. Such a ride will occupy not to exceed one hour and may be taken at the nominal price of fifty cents per person in parties of five to seven.

And last, but not least, particularly on the occasion of this outing, are the parks of which there are five. There are also thirty-one playgrounds. Central park is the largest and covers 156 acres of beautiful rolling land sufficiently populated with stately trees as to make it an ideal retreat. In fact, the day will be found all too short so unusually attractive are the surroundings here. Walking down Wright Avenue from the trolley, a stroll none will regret, scores of new homes raised on spacious lawns and the plats of the boulevard made beautiful with flowers and shrubbery will at once fascinate the cye. And all the while, the park entrance, a

1, 1925

eloven

Schedules of Special Trains

	FROM ROUSES POINT	r	FROM WILKES-BARRE
Leave	Rouses Point 6 :00	Meet No. 9 Meet No. 7	Leave Wilkes-Barre 5.25 Hudson 5.33 Carbon St. Jct. 6.03 Green Ridge 6.07 Olyphant 6.17 Carbondale 6.37 Lanesboro 7.45 Windsor 8.30 Afton 8.38 Bainbridge 8.49 Sidney 8.59 Unadilla 9.08 Wells Bridge 9.17 Orego 9.26 Glens Bridge 9.32 Oneonta 9.42
Arriv	Dresden 9:33	Meet No. 1	Colliers 9:53

memorial structure, with banks of roses of many varieties in the background, extends an appeal that cannot for a moment be resisted.

Last year 6.000 people from forty-three different states enjoyed the city's invitation to camp here, while the park authorities also entertained more than 125 visitors from Canada, Nova Scotia, Hawaii, Africa, Norway and the Canal Zone.

Every privilege of the park, except that of boating, is free. Iroquois lake in the center of the grounds extends over eight acres and is ideal for all water sports. Sand from the seashore has been used to make an ideal bathing beach with shoot-the-chutes and diving boards. A new \$25,000 Casino, equipped with picnic tables, dressing rooms for bathers, a baby welfare station in charge of a trained-registered Red Cross nurse, a playroom for the kiddies, and numerous other features, has just been completed. There is also a complete playground for children, while for adults there are ten tennis courts and a baseball diamond. Probably the most novel feature is the largest radio loud speaker in the world, installed in a small building with windows opening in all directions. It is in operation day and

night and on occasions audiences as large as 5,000 have "listened in."

First thoughts, however, will be of dinner. It will be ready by the time those who make the necessary reservations are ready to sit down. If you have not attended to this detail DO IT NOW, as it must be appreciated that there is no one who could possibly estimate with any degree of accuracy the number of dinners to be required. The price will be \$1.50 per plate, as has been the rule in the past, except for pensioned members for whom the Association provides but who should nevertheless make their reservations. The caterer has promised that everything will be steaming hot and that there will be plenty to eat. The menu, as submitted, provides for fricassee chicken, biscuits, mashed potatoes, beet pickles, tomato and cucumber salad, bread and butter, ice cream, coffee, milk or tea, and cigars.

The sport program of the day will include a baseball game between two teams of the Schenectady county league and competitive contests on a point basis as between divisions to decide the award of a handsome silver loving cup which has been donated by R. E. Brigham of Oneonta, an official watch inspector for the Company. This

twelve

August

The Delaware and Hudson Company Bulletin

part of the program will be under the direction of Schenectady's recreational director and will include such events as horseshoe pitching, a tugo'-war, baseball throwing, one-legged race (ten yards), hoop race, peanut race, basket making, pie eating, a ladies' race (ten yards), shot putting, broad jumping, and a hop, skip and jumpevent. Get ready to enter these contests. When the cup has been won by any divisional unit three years in succession, it will remain permanently on that division. And don't forget your bathing suits.

The special trains will leave Schenectady at 5 p. m., Eastern Standard Time. Schenectady is one of the cities that has adopted Daylight Saving time so it will be well to consult your own watch at all times in order to avoid any possible confusion.

If you are a member, or eligible for membership, remember the date—Saturday, August 8—and you will not have reason to regret missing an event the pleasure of which will foster many a pleasant recollection in the years to come.



AMERICAN LOCOMOTIVE WORKS, SCHENECTADY

Memorial Sunday on the Susquehanna Division of the D&H, hosted by the Delaware and **Hudson Veterans Association:**

The members of the Susquehanna Division of The Delaware and Hudson Veterans Association designated Sunday, October 4, 1925, as a day to remember the deceased members of its The article given below about that Memorial Sunday was published in the November 1, 1925 issue of the *Delaware and Hudson Company Bulletin*, pp. 9-10:

Observe Memorial Sunday

Veterans On Susquehanna Division Pay Tribute To Memory of Departed Associates at Quarterly Meeting of Their Association

HAT one of the duties of a Veterans' Association is to keep alive the memories of its deceased members is the spirit that caused The Delaware and Hudson Veterans' Association of the Susquehanna division to set aside Sunday, October 4, for Memorial Day observances. Such respects, accordingly, were paid in an appropriate manner as a part of the regular meeting which was convened in Oneonta.

On the arrival of members from points outside

the city, a chicken dinner at the Windsor hotel was fully enjoyed and at 2 o'clock meeting called to order in the Municipal building by PRESIDENT W. C. GURNEY of Bingham-It had been hoped that the Rev. Father Whaley of the Church of the Blessed Sacrament in Albany, and a son of JERE-MIAH WHALEY of Oneonta, retired locomotive engineer, might be present and address the veterans. This he found impossible, however, and Mr. Gurney, following the singing of "Nearer My God to Thee," by a quartette composed of the

Misses Ethel and Florence Beach, Water Beach and himself, voiced briefly the sentiments of the occasion, after which all stood a minute in silent

"We call to activity," said Mr. Gurney, "the great principles pledged by that splendid word Fraternity.' We need faith, however, to foster hope, and charity to dispense loving service as we travel life's road, for when the end comes, hope alone remains with those who in the gloaming say, 'Good-bye.'

We have said 'Good-bye' to many friends and associates on the rail, with a saddened heart that found its sole consolation in that blessed hope. Some inspired by religious faith reach a full assurance of a happy reunion in that mansion prepared in heaven. Let us, who remain, therefore, take courage and so live that we, too, may enjoy that happy reunion.'

Mr. Beach, accompanied by Mr. GURNEY, then sang "Hope Beyond," and there followed a program of appropriate readings and musical selections all by the sons and daughters of deceased Miss Ethel Beach read "Away," by

James Whitcomb Riley, and "When the Tide is Low," and Miss Florence Beach sang "My Task," by Ashford.

PRESIDENT GURNEY then called upon J. J. HURLEY, veteran foreman upholsterer at the Oneonta shops, whose ability to talk in a way that stirs the heart to thoughtful meditation is well known among the veterans, and he responded in his usual persuasive manner. When you turn back fifty years and recall those who have gone from among us," he said in beginning. "you realize more and more just what means

All through life you find railroad men ready to give a helping hand," he declared and traced this commendable trait from the days of the wood burner down to the part taken by the railroad men in the late World War, citing in particular their loyalty in the days when wages were low and when the hours of employment were longer by far than what they are today. "Get behind him, he's deserving of it; you cannot praise him too highly and there's no praise that's equal to that due the railroad man," he observed

The transaction of the regular business of the

Make Dust In The World

M Y son, remember you have to work. Whether you handle pick or wheel-ditches or editing a newspaper, ringing an auction bell or writing funny things, you must work.

Do not be afraid of killing yourself by overworking on the sunny side of thirty. Men die sometimes, but it is because they quit at 9:00 P. M. and do not go home until 2:00 A. M. It is the intervals that kill, my

The work gives you appetite for your meals; it lends solidity to your slumber; it gives you a perfect appreciation of a holiday.

There are young men who do not work, but the country is not proud of them. It does not even know their names; it only speaks of them as old So and So's boys. Nobody likes them; the great busy world does not know they are here.

So find out what you want to be and do. Take off your coat and make dust in the world. The busier you are the less harm you are apt to get into; the sweeter will be your sleep; the brighter your holidays; and the better satisfied the whole world will be with which world will be

BOR BURDETTE

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association followed and the reports of the secretary and treasurer were most encouraging to the members present. President Gurney announced the selection of D. F. Wait to complete the unexpired term of W. E. Crockett, who recently resigned as treasurer.

There followed then a rare bit of entertainment by Miss Ruth Hill of Delmar, daughter of W. J. Hill, an assistant paymaster, who executed several classical dances to the enjoyment of all. She was accompanied by Mrs. Duane B. Eddy, wife of one of our roadmasters on the Susquehanna division, pianist.

Following adjournment, the members of the Ladies' Auxiliary held their regular meeting with Mrs. J. J. Conroy of Albany, presiding. Among other matters considered were plans for a gettogether and theater party in Albany on Thursday, October 22.

J. B. Sampson of Carbondale, secretary of the general association, was present and seemed fully to enjoy the opportunity of meeting the members on the Susquehanna division.

Fifth Annual Outing and Dinner of The Delaware and Hudson Veterans' Association, Saratoga Springs, NY, Wednesday, September 1, 1926. Saratoga Springs was served by the D&H (companies later acquired by the D&H) from 1832 on. Given below is a detailed article from *The Delaware and Hudson Company Bulletin*, September 1, 1926, pp. 8-10, about the fifth annual outing and dinner of the Delaware and Hudson Veterans' Association:



Ho, For The Spa!

Where the Spring Waters Flow and Are Good for Your Ills or Your Thirst, Saratoga's the Place Where the Veterans Go, on Wednesday, September the First

ARATOGA SPRINGS, landmark in American history and peer of America's health resorts, bids the members of The Delaware and Hudson Veterans' Association thither for their fifth annual outing announced for today. Amid the same beauty that has pervaded streets and parks and has charmed the wealth of our country, and that of other lands, throughout the summer, the Veterans and their sweethearts of a life-time will enjoy themselves in such a way as to feel deeply indebted to the committee that chose the Spa and made the many other arrangements for their entertainment. When it is taken into consideration that many hundreds—yes, many thousands—of people gather there from all parts of the world each year, surely no veteran of the road that has been serving this historic resort since 1832, can excuse himself or herself the unusual pleasure of visiting a place so distinctive, in company with those with whom, they have worked for the better part of their active years.

No more central location could have been selected. Its choice, therefore, makes possible a better reunion in that it affords the members on the Saratoga and Champlain divisions, who all summer long have been handling the heavy tourist travel, an opportunity to meet and greet their brother members from other divisions that otherwise might be denied them. This, too, applies to the date, for an earlier outing, following the precedent of other years, would virtually preclude their attendance, also.

And again, the selection of the United States hotel was wisely made. It is within easy reach of the station, thereby eliminating an additional auto or street car ride at the termination of the train journey. It will be found, too, that the dinner arrangements will be wholly satisfactory for the hotel possesses the necessary dining room facilities to care for all those who may make reservation. Dinner will be served at 12:30 p. m., at \$1.75 per plate, and will consist of a chicken menu. The additional charge of twenty-five cents over the price of other years, will be considered most reasonable in view of the better service to be enjoyed.

The Spa, a formidable rival of famous European watering places, boasts in particular of its great variety of health-giving waters which spring from solid rock at depths of from 200 to 650 feet. In this one respect alone it surpasses its European rivals none of which offers its patrons more than one water. In 1909, the State of New York acquired these springs, wells and bores, and included them in its reservation of 700 acres, thereby safe-guarding them from commercial exploitation and preserving them for the exclusive use of the public for generations to come. Under its scientific management twenty-four of these springs have been kept flowing for either drinking or bathing purposes and the remainder have been filled in or tapped off by way of conservation.

These waters vary from a highly mineralized saline content and two or three volumes of carbon dioxide gas to milder alkaline waters of less saline content and from one to two volumes of gas. They are used in various ways for the cure of aggravating bodily ills and for table purposes.

In High Rock park, at the northern extremity of the city, is the famous High Rock spring, which was known to the Indians. It has long been extinct, but its cone remains a center of interest.

Geyser park, however, is the largest of the three parks in the State reservation, and is of 250 acres. It beggars a rival for natural scenic beauty, pleasant walks and drives and spouter springs. Here are to be found the Hayes, Orenda and Karista springs, all of which are liberally patronized.

Lincoln park, where are located the Lincoln and Washington baths, is of sixty acres and is connected with Geyser park by an "Avenue of Pines," lined on each side with double



rows of white pine trees for its entire length of one mile.

Congress park, near the United States hotel, is owned and maintained by the City of Saratoga Springs, with the exception of the Sunken Garden and the grounds surrounding Congress spring. which belong to the State reservation. is one of the Spa's oldest and best known landmarks and is of wonderful scenic development. Artistic lakes, streams and cascades; "The Spirit of Life," a beautiful memorial by Daniel Chester, French sculptor, erected to the memory of Spencer Trask; and the "Lady of Yadda," a memorial gateway raised by the employes of Katrina Trask Peabody, the Italian Gardens, and the many walks and drives are the outstanding features of this most wonderful study upon which the city has spent no less than a half million dollars.

Nearby is the famous Canfield Casino where once fortunes were won or lost on the turn of the dice, roulette wheel or playing card. It now belongs to the city and is used as a civic center. Its great rooms still hark of the luxury and wealth to which they were once accustomed, and are a revelation to the visitor. The upper floor is being converted into a museum and there is to be found a large collection of Indian missiles and other relies, and many unusual examples of antique furniture and rare books.

Saratoga Springs, with a normal population of 13,834, has a commission charter and is governed by five commissioners and a city judge. It was incorporated as a village on April 17, 1826 and as a city on April 1, 1915. Clarence H. Knapp is its mayor and commissioner of public affairs.

As a center of wealth and fashion, it is well equipped to cater to the needs of its guests. It has two banks, the Adirondack Trust Company with a capital of \$1,075,000 and the Saratoga National Bank with a capital of \$300,000, and an active Chamber of Commerce, Lion's club and Rotary club. Its military and fraternal bodies include all the prominent orders of the present day, while of religious societies it has no less than sixteen. Here too is located the Skidmore College for Girls with an attendance of nearly 500. St. Clement's college, St. Faith's School for Girls and St. Peter's Parochial school. The city's school system proper comprises a high school and five grade schools.

Although of outstanding social prominence its industrial activities are not a small part of its life. Foremost among its manufacturers are the Baker Manufacturing Company doing foundry and machine work; the G. F. Harvey Manufactur-

ing Company, manufacturing chemists; the Decorative Company, a wall paper concern, and the Saratoga Wall Paper Company, the Clark Silk Glove Company and the Van Raalt Silk Underwear and Textile Mills, and others.

The city has long been a convention center, also, and Convention Hall, where one political party or another has met in years past, is a point of interest on Broadway. Its capacity is 5,000 people and it is considered one of the best equipped buildings of its kind in the country. So far this season it has accommodated ten conventions and still has one to come.

Numerous private clubs provide facilities for golf and tennis, and other recreation sought by those who exact exclusive environments. These are well supported and are a most valuable asset to the Spa's other attractions, foremost among which is the track of the Saratoga Association for the Improvement of the Breed of Horses where meets of international interest are held during the month of August, each year.

Already, the members of the Association have received the schedules of the special trains provided by the Management and other information concerning the outing. Good weather alone remains to make the day a memorable one, and should it rain the lobby and veranda of the United States hotel will easily accommodate all and afford an excellent meeting place.

Key to Photographs on Pages 8 and 9

- The United States Hotel where the Veterans will dine.
- 2. A park scene.
- 3. Hathorn spring.
- 4. The Casino.
- 5. The "Spirit of Life."
- 6. Broadway.
- 7. A drive in Geyser park.
- S. Across Congress park.

"Rides like an all-steel train," advertises a leading automobile manufacturing concern in boosting its product. The superiority of railway travel cannot be denied appreciative recognition, even in the automobile world, it seems.

Conductor: "Change for Marietta! Change for Marietta!"

Hick Passenger: "Don't know who the girl is, but I'll chip in a dime."

September

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The 1926 quarterly meeting of the Delaware and Hudson Veterans' Association was held on November 7, 1926, in the Irving Theater, Carbondale.

The Delaware and Hudson Veterans' Association was formed at Scranton on Sunday, February 26, 1922. In 1926 there were 1,400 or more members in the organization. Martin Crippen, claim agent on the Pennsylvania division was the first president and served in that capacity for three years. He was followed by S. G. Cobb, a locomotive engineer on the Pennsylvania division, who is the acknowledged "Father of the Association." W. C. Gurney of Binghamton, conductor on passenger trains Nos. 308 and 309 on the Susquehanna division, was the third president and was serving in that capacity in 1926. The association met on November 7, 1926, in the Irving Theater in Carbondale, with President Gurney in the chair. Upward of 500 people were in the audience: members of the Association, their wives, and friends. A special train, combining dining car service, was provided by management for those from north of Carbondale. The minutes of the Carbondale meeting are presented in the article title "Fine Veteran Spirit," which was published in the December 1, 1926 issue, pp. 5-6, of *The Delaware and Hudson Company Bulletin*.

The veterans, we learn from that article, were welcomed to Carbondale by N. J. Burns, rules examiner on the Pennsylvania division and a vice-president of the Association. "He reminded them that it was at Carbondale, only a short distance from where our passenger station stands, that anthracite coal first was mined and that the Delaware and Hudson Company was a thriving organization when the other roads in the valley--the Delaware, Lackawanna & Western, the Erie, the New York, Ontario and Western, and the Central Railroad of New Jersey--were in their infancy." When Mr. Cobb, at the request of Mr. Gurney, addressed his fellow veterans, "he told them that it was a pleasure to him to look back upon one day, the twenty-sixth of February, 1922, when the Association was organized and how he and Sam Foster, a well known trainmen on the Pennsylvania division, had worked 'tooth and nail' to get a number of 'old men' together in the Y. M. C. A., in Scranton, for the purpose of talking over the idea of how it was, and still is, his ambition that the Association should grow until every man who has served the 'old D. & H.' twenty years or more is a member of its ranks." The minutes of the last quarterly meeting, which was held in Oneonta, were read by J. B. Sampson. As of November 7, 1926, there were 1,419 members in the Association. The Secretary reported that since the meeting of the Association in April 1925 that the following Pennsylvania division employees had died: David L. Craft, George Penwarden, Isaac Reichardt, Charles H. Williams, John H. Walker, John G. Evans, and Edward A. Robbins. Following the meeting, a special train left Carbondale for Albany at 5:30 o'clock. The conductor on the train was Merrill Shephard; the trainmen were Hakerbecker and Ryan--all on the Pennsylvania division; the engineers were Michael Nolan (Pennsylvania division) and Anton Stapf (Susquehanna division).

Here is the complete text of the article on the 1926 quarterly meeting of the D&H Veterans' Association ("Fine Veteran Spirit") that was published in the December 1, 1926 issue, pp. 5-6, of *The Delaware and Hudson Company Bulletin:*

Fine Veteran Spirit

Meeting of Veterans' Association at Carbondale is Marked by Large Attendance, Cordial Exchanges and a Splendid Entertainment Program

S The Delaware and Hudson Veterans' Association approaches the close of its fifth fiscal year its fourteen hundred and more members can look back upon the past and point with pride to a record of naught but notable

accomplishment. Still growing with the impetus of youth, expectant and possessed of the courage needed to realize the utmost upon that expectancy it stands at the threshold of another twelve-month period financially healthy and with harmony pervading its ranks. What more could be desired by any group of people banded together for the honorable purpose of enjoying the wonderful associations accruing to comradeship among friends and acquaintances of long standing.

Not once has its future been in doubt. From the date of its inception in Scranton Pa., on Sunday, February 26, 1922, up to the present, it has made steady progress. So well defined and of such fine purpose have been its aims and desires that those eligible for membership have readily subscribed to its principles. Its trials and tribulations, therefore, have been nil.

An appreciable part of this record may properly be credited to three men who have been at its helm and have guided it with great safety straight toward the port of Success. MARTIN CRIPTEN, claim agent on the Pennsylvania division, was the first to shape the destinies of the Association. He took it in its infancy and for three successive years lovingly and zealously directed its each and every effort; then, declining another term, he was succeeded by S. G. Cour, a locomotive engineer on the same division, who is the acknowledged "Father of the Association." He entered upon his duties as president with

marked enthusiasm and a firm determination that the work of his predecessor should not have been in vain. Unfortunately, however, he was stricken with a serious illness soon after his election and throughout the year was able to

Old Friendship Road

The journey that leads on the Old Friendship Road

Is pleasant, no matter how heavy the load;

There's gladness and joy in the smiles that we wear.

And the songs that we sing bring happiness there.

Along this old pathway the radiance is bright,

Which makes life worth living, a joy and delight.

No spot can be found where rich pleasures descend

Like the old trodden road between friend and friend.

-Tessa Webb.

serve only in a communicatory capacity, but this he did with great success and credit to himself, nevertheless. W. C. GURNEY of Binghamton, conductor on passenger trains Nos. 308 and 309 on the Susquehanna division, its third and present president, has been in office since Januarv, last, and so conversant are all with the progress made during that time that it need not be recounted here.

The last meeting of the year preceding the election of officers next January, was held at the

Irving theater in Carbondale, November 7, and in points of interest, attendance and features of entertainment was of the same high order that has brought pleasure and a sense of satisfaction to those who have attended other get-togethers arranged by the Association. President Gurner was in the chair and was surrounded by a most entrancing stage setting, officials of the Company, officers of the Association and entertainers from our employe family, while before him sat upward of 500 people—members of the Association, their wives and friends. Those from north of Carbondale had made the trip on a special train combining dining car service, that had been courteously provided by the Management.

The meeting was opened with the Lord's Prayer and the singing of "America." N. J. Burns, rules examiner on the Pennsylvania division and a vice-president of the Association, to whom the Mayor of Carbondale had delegated the authority, then welcomed the veterans to the city most cordially. He reminded them that it was at Carbon-

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dale, only a short distance from where our passenger station stands, that anthracite coal first was mined and that The Delaware and Ifudson Company was a thriving organization when the other roads in the valley—the Delaware, Lackawanna & Western, the Erie, the New York, Ontario and Western, and the Central Railroad of New Jersey—were in their infancy.

The roll call of officers followed and, in turn, the minutes of the last quarterly meeting which was held in Oneonta were read by J. B. Sampson, the secretary, whose report on membership and finance reflected the healthy condition of the Association, Total enrollments number 1,525; death has claimed 106 members, leaving a present membership of 1,419. Those who have died since the last report of the secretary, made last April, include DAVID L. CRAFT, GEORGE PENWARDEN, ISAAC REICHARDT, CHARLES H. WILLIAMS, JOHN H. WALKER, JOHN G. EVANS, and EDWARD A. Robbins, of the Pennsylvania division; Sanford A. DISBROW, JAY W. REYNOLDS and FRED P. HUNT, of the Susquehanna division; and BAR-NEY GORDON, SMITH PHILLEY and THOMAS SUM-MERFIELD, of the Saratoga division.

GEORGE E. BATES, assistant to the vice-president for industrial development, was then introduced by PRESIDENT GURNEY who very enthusiastically alluded to the warm interest Mr. BATES has taken in the affairs of the Association. In prefacing his talk on "Results of Cooperation," appearing elsewhere in this issue, Mr. Bates, by the relation of several humorous anecdotes, threw his audience into comfortable relaxation. a fine thing to come together and just mingle and have a good time; there's not a man but that thoroughly enjoys it because he knows that here he will see men whom he has not seen for many months and even longer; these are just family reunions, that is all," he told them. He also urged his hearers to cooperate in securing new or additional business and showed them how it is within the power of each one to speak the word that may secure a passenger or a shipment of freight.

Mr. Gurney next called upon Mr. Cobr to address his fellow veterans. He greeted them in his usual happy mich and told them that it was a pleasure to him to look back upon one day, the twenty-sixth of February, 1922, when the Association was organized and how he and Sam Foster, a well known trainman on the Pennsylvania division, had worked "tooth and nail" to get a number of "old men" together in the Y. M. C. A., in Scranton for the purpose of talking over the idea of how it was, and still is, his ambition that the Association should grow until every man

who has served the "old D. & H." twenty years or more is a member of its ranks.

J. E. FAIRHEAD, superintendent of the Saratoga division and formerly engaged in similar duties on the Pennsylvania division, who spoke next, told the members he was "pleased to be back among them even though only on a short visit." "I don't believe," he continued, "that at any time I have told you how fully and completely your organization can be credited to Mr. Cobb.' He then recalled the time when Mr. Corn called upon him and asked him what he thought about the possibilities of organizing such an association, and then told of the success that had attended those efforts. Referring to the outing at Saratoga Springs last September he declared himself as "highly pleased" with the turn-out and made it plain that the Veterans were welcome to come to his division whenever in the future they might

In concluding the meeting PRESIDENT GURNEY commented upon the splendid attendance and the presence of so many ladies, the enjoyable trip from Albany to Carbondale, the train and dining service, the beauty of the theater, the fact that nine officers of the Association were present as were three division superintendents-Mr. Fair-HEAD, M. F. LEAMY, superintendent of the Susquehanna division, and C. A. Morgan, superintendent of the Pennsylvania division-and numerous members from neighboring Veterans' associations on the Delaware, Lackawanna and Western, the Erie, the Central Railroad of New Jersey, and the New York, Ontario and Western railroads. Resolutions expressing appreciation for all of these things and for the splendid entertainment given at intervals during the meeting by the Misses Audrey and Dorothea Koch of Oneonta, talented musicians and daughters of W. H. Koch, roadmaster on the Susquehanna division, the Colonie Car department quartet-Messes. CHARLES RUHTZ, PAUL CLICKNER, JOHN KEEFE and Peter Heffern, and the organist who gave a selection on the mammoth pipe organ with which the theater is equipped.

The special train for Albany left Carbondale at 5:30 o'clock and the splendid spirit that had marked the meeting continued in evidence so long as any of the members remained aboard. The train was in charge of Conductor Merrill Shephard and Trainmen Hakerbecker and Ryan, with Engineer Michael Nolan on the Pennsylvania division and Engineer Anton Starf on the Susquehanna division.

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[&]quot;How's the riding school, old man?"
"Rotten! Pupils falling off every day."—
Doherty News.

Green Island Car Shop Orchestra

Leisure time with one's co-workers, making music = quality time with one's co-workers:

Fifteen employees in the D&H Green Island Car Shop formed an orchestra in 1925. On Monday night, November 2, 1925, a performance by this D&H orchestra was broadcast over WHAZ of the Rochester Polytechnic Institute, Troy, NY. The article given below about this orchestra was published in *The Delaware and Hudson Company Bulletin*, November 1, 1925, pp. 7 &14:



Tune In On These Boys

(Continued from Page 7)

The members are as follows: PAUL DESLAUR-IES, airbrake repairman, director; JACK SCHIL-LER, laborer, piano; Joe DesLauries, airbrake repairman, violin; HANK FINK, airbrake helper, violin; PETE SUPRENANT, laborer, violin; DICK Salisbury, laborer, saxophone; Ray Koons, laborer, saxophone; Joe Davis, laborer, trumpet; Louis Crescenzo, car repairman, trumpet; PAUL SANTSPREE, material man, banjo; Kid BRIERE, laborer, banjo-mandolin; TONY DANIELS, laborer, banjo; JAKE KOWALSKI, car repairman, trombone; Tommy Sedlow, car repairman, trombone; and, HENRY MILLER, painter's helper, drums.

The program for the evening as arranged by

LEADER DESLAURIES, with JACK SCHILLER an old- time vaudeville artist, playing piano accompani- ments, is as follows:
Overture—"Bridal RoseOrchestra
Banjo Solo—"Yes Sir, That's My Baby"
Fox Trot—"If I Had a Girl Like You" Orchestra
Trumpet Solo-"The Rosary"Joe Davis
Fox Trot-" By the Light of the Stars"
Orchestra
Vocal Comedy—"Laughing Song" composed and sung byPaul DesLauries
Spoon Novelty-"That's a Plenty" Henry Miller
Fox Trot-"All Aboard for Heaven"Orchestra
Vocal Solo-" Pal of My Cradle Days "
Fox Trot—"The Co-Ed"Orchestra
Violin Solo-"Ye Who Have Yearned
Joe DesLauries
(Paul DesLauries at the piano)
Fox Trot—" Cecelia "Orchestra
Vocal Solo-"Irish Home Sweet Home"
Paul DesLauries
Fox Trot-"Yes Sir, That's My Baby"
Orchestra
Violin Solo—"Berceuse"

(Paul DesLauries at the piano) Fox Trot-"As a Porcupine Pines for its Pork"Orchestra

Piano Solo-" To a Wild Rose". . Paul DesLauries Fox Trot-"Seminola".....Orchestra

And, then, if you have enjoyed this program. please do not fail to address Mr. DesLauries or MR. O'NEIL, at the Green Island shops which courtesy they surely will appreciate.

Oneonta Roundhouse Eleven-Piece Orchestra:

At Oneonta, a group of eleven musical kindred spirits formed an eleven-piece orchestra: an excellent quality of life testament.

Not only is good quality of life good for worker, it is also good for the company, as the author of this article perceptibly points out the first paragraph of the article:

"Find a man who is doing his work exceptionally well and the chances are that he has an outside interest or hobby. It may be gardening, athletics, photography, or any one of a hundred other things you might name..."

Here is the complete article from *The Delaware and Hudson Railroad Bulletin*, June 1, 1931, p. 164:

Musical Railroaders

Oneonta Roundhouse Crafts Boast Eleven-Piece Orchestra



Good quality of life = good workers

FIND a man who is doing his work exceptionally well and the chances are that he has an outside interest or hobby. It may be gardening, athletics, photography, or any one of a hundred other things you might name. Perhaps fishing would rate as high in general popularity as any diversion among our people.

A group of kindred spirits employed in various capacities at the Oneonta roundhouse saw a real need when the new Craft Hall was opened last fall and they rose to the occasion, at the same time indulging in their pet hobby, music.

With a newly surfaced dance floor available, only the music was needed to make possible a series of dances for the Craftsmen, their families and friends. So an eleven-piece orchestra developed. At first the boys were rather ragged, but before the season closed they could put on an excellent program of dance music, displaying wonderful stamina in prolonging the popular square dances until the dancers were in a state of exhaustion.

The members of the orchestra are: (Standing, left to right) HERSCHELL CLAPPER, Leader; ALEX EIGNOR, Guitar; BRUCE SCUDDER, Bass Viol; SYDNEY MILLER, Piano; MILLARD STILWELL, Violin; HARVEY W. BARNES, Violin; (Seated) CURTIS UPRIGHT, Traps and Drums; WILLARD GROVES, Saxophone; ROBERT CLUTE, Saxophone; WILLIAM CHAMPLIN, Cornet; FRANCIS BLACK, Saxophone; and ELMER NORTHROP, Violin.

Glee Club

More musical D&H employees: a 24-member glee club formed at Albany: quality time, off-the-job, with one's co-workers:

In 1925, a male glee club, composed of D&H employees in the various departments in and in the vicinity of Albany was established. There were 24 members in the club. The following article about the D&H Glee Club was published in *The Delaware and Hudson Company Bulletin*, December 15, 1925, p. 9:

Male Glee Club Scores Big

Excellence of New Musical Organization of The Delaware and Hudson Athletic
Association is Attracting Attention, Far and Wide

URING the past two months a male glee club composed of our employes in the various departments in and in the vicinity of Albany, has been developed to a point where it is attracting state-wide attention. These men, many of them unfinished, insofar as a musical education was concerned but who, nevertheless, possessed excellent talent, have been taught the rudiments of music theory by E. C. LAPERCHE, assistant supervisor of wage and working agreements and director of the club, and all now are capable of reading music and of singing in parts. This is a departure from former practices in this respect and its worth has been proven by the unusual results that have been realized within such a short time.

On Monday evening, November 16, the club made its debut in Buffalo, where it presented an old-fashioned minstrelsy for the entertainment of the local Transportation Club. Other engagements have since been filled at the annual Goif Stag of the Wolfert's Roost Golf Club of Albany, the annual "Get-Together" of the Crafts of Carmen and Machinists at Whitehall, the Albany Club, Albany's exclusive social center, and on the evening of Thursday, December 17, the club will appear before the members of the Fort Orange Post of the American Legion, in Albany.

At present the club has twenty-four members, but as it is the ambition of those in charge of its activities to increase this number to forty, applications will be welcomed from those who possess good voices, although, perhaps, they have failed to fully develop this talent.

The make-up of the cast that appeared in Buffalo was as follows:

Specialty men—John Watson, piecework inspector, Green Island Car department; and, Wil-LIAM McDermort, wreckmaster on the Saratoga division.

Tenors (first)—J. J. Keefe, car repairer, Colonie; J. Boyd Allendorff, ARA clerk, Colonie; Nelson F. Green, car repairer, Colonie; Edder, Green Island; H. F. Laperche, clerk, Albany; and W. F. Shtehan, general agent, Passenger department, New York City; (second)—James E. Britton, gang leader, Car department, Colonie; Nell M. Keefe, air brake repairman, Car department, Colonie; WILLIAM W. O'Brien, air brake repairman, Car department, Colonie; WILLIAM W. O'Brien, air brake repairman, Car department, Colonie; WILLIAM W. O'Brien, air brake repairman, Car department, Colonie; Peter A. Heffern, saw filer,

Car department, Colonie; VINCENT S. DANKS, machinist apprentice, Colonie; and, ELMER G. WALLACE, head ARA clerk, Colonie.

Basses (first)—WILLIAM SHAW, machinist helper, Colonie; PAUL B. LAPERCIE, clerk, Motive Power department, Colonie; PHIL ROBERTS, machinist, Colonie; LEROY P. DESSINGER, compositor, Printing department, Colonie; and, CHARLES N. RCHETZ, material and supply inspector, Car department, Colonie; (second)—PAUL CLICKYER, air brake repairman, Car department; Colonie; DANIEL C. CLANOY, car repairer helper, Colonie; WILLIAM H. LINTNER, lumber clerk, Stores department, Colonie; JOHN J. CROWLEY, yard clerk, North Albany; and, CLARENCE LEONARD, head clerk, Colonie "Back Shop."

End Men—Daniel P. Foley, assistant road foreman of engines, Saratoga division, and, Watrer J. Mellus, assistant road foreman of engines, Champlain Division, Mr. Green and Mr. Claney.

Interlocutor-F. L. Hanlon, supervisor wage and working agreements, Albany.

Musical Director—E. C. LAPERCHE, assistant supervisor wage and working agreements, Albany.

The entertainment at Buffalo opened with "A Minstrel's Delight" by the entire company, following which there was a solo, "Hotsy Totsy," by Mr. Mellus; a trio selection, "Student Prince," by Messrs. Dillon, Britton and Shaw; solo, "Yes Sir, That's My Baby," by Mr. Foley; solo, "Song of Songs," by Mr. Harry LaPrecket, a comedy act by Messrs. Watson and McDermott; chorus selections, "Close Harmony," and "Two Lovely Black Eyes;" solo, "Bells of the Sea," by Mr. Clickner, solo, "Brown Eejection, by Messrs. Clickner, Ruhtz, Heffern and Keffe; solo, "Song of the Vagabonds," by Mr. Crowley; solo, "Brown Eyes," by Mr. Green; solo, "Trubble," by Mr. Clancy; and, as a closing number, "Minstrel's Farewell," by the entire cast

The "Installment Plan" and the "Garnishee Law" are twins—brothers of evil. One urges you into debt. The other offers a way of collection, as a last resort.

a last resort,

Keep out of debt. Any man who advises you to
go into debt, whether he means to be, or not—
whether he knows it, or not—is your enemy, not
your friend. Debt for a poor man, is liable to be
a tragedy, even when contracted through necessity.

—George F. Johnson.

15, 1925

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Maintenance of Way Outing

Outings and social gatherings among D&H employees when not on the job:

On Saturday, September 19, 1925, the members of the Oneonta Local No. 2, Association of Maintenance of Way Mechanics and Helpers, held an outing at Jay's Grove, near Oneonta. The Maintenance of Way Association was formed around 1922 among the Bridge and Building Department employees, for fraternal and benevolent purposes. Here is the article about that outing that was published in *The Delaware and Hudson Company Bulletin*, November 1, 1925, p. 13:

Pleased With Their First Outing

UTINGS and other social gatherings among our employes during the season which has just ended have climaxed in number and general satisfaction those of any other year. They have also established a record for sociability and good fellowship such as will guarantee their continuance when the weather again permits. And among these popular get-togethers none proved more enjoyable than did that which was conducted by the members of Oneonta Local No. 2, Association of Maintenance of Way Mechanics and Helpers, at Jay's Grove, in the Davenbort road, near Oneonta, on Saturday, September 19.

The day was ideal. It was just the kind of a day that tempts people out of doors. And so it was that one hundred folk, bent on having a good time, were on hand. Some were at the grove as early as 9 o'clock in the morning in order to help in the preparations and thus make the event a success.

At 10:30 a. m., a baseball game between the Carpenters and Plumbers got under way. Each side had been warned by the other, some time earlier, just what it might expect and, as a consequence, each group of players was well supported by loyal fans who cheered when a particularly good play was made or booed when their opponents appeared to be favored either by the umpire or by Lady Luck. Had John McGraw been on hand he would have experienced little difficulty in selecting a team that would surely have returned a pennant to the Metropolis at the end of the 1926 season. J. A. DOYLE, bridge and building master, and W. E. PIERCE, water service supervisor, proved to be the "Babe" Ruths of the game and their work won them many congratulations. Hour after hour the game went on until at 2 p. m., it became necessary for the umpire to suspend further play in order that all might participate in the dinner. At that time, according to a few expert accountants who had been interested spectators from the very beginning, the score stood 43 to 38 in favor of the Carpenters.

At the tables, the menu cards were found to contain everything that goes to make such a repast popular. Of course, the little clams suffered most and soon there developed a real race between CHIEF CLERK PHIL REYNOLDS and MASON "BILL" SLOAT. The judges who sat in on the contest in the beginning, at last, seeing no chance for a let-up, lost their patience and resigned in favor of others. In the end, "BILL" won the decision by the narrow margin of one clam and peace reigned at the tables henceforth.

Quoits, cards and other diversions filled in the time following the dinner and the day ended with sentiment strongly in favor of making the outing an annual event.

The keen foresight and untiring efforts of the committee in charge of the bake, won for its members the hearty commendation of all. Of this committee, A. E. Groat was the chairman, and he was ably assisted by H. I. QUACKENBUSH, M. C. MOON, WILLIAM STANBRIDGE, LYLE ELLIS, and others.

The Maintenance of Way Association was formed about three years ago among the Bridge and Building department employes, for fraternal and benevolent purposes, and is in a most prosperous condition. Sheldon Terbush is the president; Fred Barton, vice-president; Milton Drumm, treasurer; Frank Neer, corresponding secretary; H. I. Quackenbush, financial secretary; Fred Webster, business agent; and G. E. Riley, G. L. Case, and A. E. Groat are trustees.

2315

Bowling Leagues

Outings and social gatherings among D&H employees during leisure time/when not on the job:

The Delaware and Hudson Athletic Association, in 1918, organized men's and ladies' bowling leagues in the Albany and Colonie area, and they proved to be very popular. The games in both leagues were played at the Railroad Young Men's Christian Association in Broadway, Albany. The members of both teams are given in the article about those leagues that was published in *The Delaware and Hudson Company Bulletin*, November 1, 1925, pp. 13-14, as follows:

Among Our Bowlers

B OWLING is a topic of considerable interest among our employes at Albany and Colonie just now. This is due to the fact that league play, under the supervision of The Delaware and Hudson Athletic Association, which since 1918 has proved a most excellent winter pastime, is once more under way. The advent of a Ladies' League, composed of young ladies employed in the general offices, however, has added new zest to the sport, and already the

various teams are giving a good account of them-

MISS MARGARET CORR of the Purchasing department, is president of the new league; MABEL CUMMINGS of the auditor of freight accounts' office, vice-president; LILLIAN LASHER, of the vice-president and general manager's office, secretary; and, MABEL FRANCIS of the superintendent's office, Saratoga division, treasurer. The teams and their members are as follows:

1, 1925 thirleen

Generals—Lillian Lasher (captain); Margaret Beck (CFA); Katherine Gleason (Supt); and, Elizabeth Hogan (Supt).

Superintendent—Mabel Francis (captain); Jane Fabbo (AGM-P); Margaret Taylor (APA); and, Dolores Connolly (UTCO).

Auditor—Mabel Cummings (captain); Alice Magill (AFA); Alice Roche (AFA); and, Cleta Hammon (UTCO).

Purchasing—Margaret Corr (captain); Theresa Murphy (Pur); Martha Higgins (Pur); and, Margaret Carr (Legal).

Police—IRENE HOVER (captain); HELEN DIBBLE (FC); FLORINE BOUCHARD (Valuation); and, ROSLYN GERITZ (Reproduction).

Revenue—MILDRED CROTTY (captain); MARY LOUDIS (AFC); FLORENCE PRIEST (AFA); and, MABEL DEARSTYNE (A to GTM).

Transportation—Mary Glynn (CSB—captain); IRENE BAILLARGEON, AGNES WELSH and LORETTA WATERS, all of the Car service bureau.

Traction—Mildred Ferris (captain); Marilla Latta (FC); Clara Crowley (Tel.); and, Gert-Rudb Norton (APA).

HARRY C. Young of the Purchasing department, again is president of the men's bowling league; A. J. Blaising, vice-president; E. J. Ryan, secretary; and J. E. Lindsay, treasurer. Ten teams are entered in the league and are composed as follows:

Purchasing—Harry Young (captain); Ray Langhor, George Ayres, Jim Morette, and, Lester Kahnle.

Revenue—E. J. Ryan (captain); Jack Ferris, FRED EARING, WATSON FERRIS, and, HOWARD HOOGHKERK.

Paymaster—J. R. Lindsay (captain); O. H. Faus, William Willesteadt, Harry Signor, and, Cummings.

Traffic—A. J. Blaising (captain); George Tur-Ner, Bob Gemberling, John Palmer, and, Jack Harvey.

Car Department—ELLIOTT McGAUGHAN (captain); Joe Evers, Eddie Evers, Dick Wallace. and, Jack Watson.

Motive Power Department—Bob Irish (captain); William Foley, Jacob Haas, C. Williams, and, Irwin Kelley.

Dispatchers—G. H. Bonville (captain); Hughie Williams, Merritt Owens, Frank Cassidy, and, C. Cassidy.

Auditors—H. E. Vedder (captain); Fred Ellsworth, Sylvester Malson, Joe Urschel, and, Arnold Karow.

Generals—E. B. SNIFFEN (captain); RALPH RICHMOND, EDDIE CLAS, GROVER BORTHWICK, and, GROVER LONG.

Transportation—ELMER RAGOTZKIE (captain); J. KEOUGH, EDDIE FLANIGAN, JOHN SMITH, and, BERT LONG.

The games in both leagues are contested on the alleys of the Railroad Young Men's Christian Association in Broadway, Albany. The season for the Ladies' League ends on March 9, while in the other league the play will continue until March 31, and will be followed by a "roll-off" between the leaders of the first and second halves on April 5, and a High-Low tournament on April 6 and 7.

First annual dance of the Ladies' and Gentlemen's Bowling League of the Delaware and Hudson Athletic Association:

Delaware and Hudson Company Bulletin, December 15, 1925, p. 6:

Rowlers' Dance A Success

BETWEEN two hundred and two hundred and fifty employes of the Company in Albany and vicinity, and their friends, attended the first annual dance of the Ladies' and Gentlemen's Bowling Leagues of The Delaware and Hudson Athletic Association, which was held in the Aurania Club in Albany, on the evening of Thursday, November 19. It was a very gratifying success, socially and financially, and the committee in charge of the arrangements is most appreciative of the cooperation that was extended from every source. That there will be a repetition of this delightful "get-together" at some future date, there seems to be no doubt.

During the winter of 1926/1927, bowling teams from one D&H department or another were entered in competitive play in Plattsburg, Whitehall, Albany, Troy, Oneonta, and Carbondale. The article given below about the ladies' and gentlemen's teams in the Albany area was published in *The Delaware and Hudson Company Bulletin*, June 1, 1927, pp. 171-172.



Members of The Delaware and Hudson Athletic Association's Ladies' Bowling League

We Make Our Mark In Bowling

Popular Winter Pastime Finds Favor Among Our Employes Who Culminate the Season With Splendid Social Functions

OWLING had one grand fling among our employes during the past winter. Teams from one department or another were entered in competitive play in Plattsburg, Whitehall, Albany, Troy, Oneonta and Carbondale. In Albany, in particular, the pastime attracted our employes to the extent that two leagues-a ladies' and a gentlemen's-were formed under the direction of The Delaware and Hudson Athletic Association and functioned most successfully until the close of the season. One team from the Colonie "Back Shop" was entered in the Troy Industrial league, one team from the Gentlemen's league of Albany in the local City league, and two five-man teams the members of which were the high-average men of the Gentlemen's league, participated in the American Bowling Congress tournament in Peoria. Ill. In the latter play, WILLIAM FOLEY, of the Colonie Motive Power department's team, rolled into the money with a three-game score of 663 in the singles.

One of the Albany leagues had an exclusive membership of forty young ladies recruited from among the employes in the General Offices, while in the other there were twelve teams of five men each, two teams representing the Car and Motive Power departments at the Colonie shops, respectively, one the American Express Company, and the remainder bowling under the names of various departments in the General Offices. Mrs. Jane Fabbo of the Personnel department, was president of the former, and J. R. Lindsay of the Paymaster's office, was president of the latter.

All of the games of the two Albany leagues were bowled on the Railroad Young Men's Chris-



THE WINNING TEAM

Marie Munger, Helen Buehler, Jane Fabbo, Marie

Hanney, Mildred Stephens

1, 1927

one hundred and seventy-one

The Delaware and Hudson Company Bulletin

tian Association's alleys in Broadway, Albany, the alleys having been turned over to the supervision of a Board of Governors comprising two members each from The Delaware and Hudson, the New York Central and the American Express companies, and of which H. C. Young of our Purchasing department, was chairman. Robert Carrick was alley manager. Team and individual cash prizes stimulated the play throughout the season and as a final and fitting climax the members of each league met on separate occasions for an evening of sociability the crowning feature, in each instance, being a banquet.

The members of the Ladies' league at their banquet which was held in the Hampton hotel in Albany, on Monday evening, April 25, re-elected all their officers, with the exception of vice-president, an office made vacant by resignation and for which a new choice therefore had to be made, as follows: President, JANE FABBO; vice-president, Agnes Welch; secretary, Mrs. Lillian LASHER; and, treasurer, MABEL FRANCIS. Similar action was taken by the members of the Gentlemen's league on Saturday evening, April 2, when they met at Kapp's "Sleepy Hollow" hotel, in Rensselaer, for their annual get-together. Their officers are: J. R. Lindsay, president; E. J. KEOUGH, vice-president; G. H. AYRES, treasurer; and E. J. RYAN, secretary.

These banquets also were made the occasions for the awarding of prizes. In the Ladies' league the Personnel team, captained by Mrs. Fabbo,

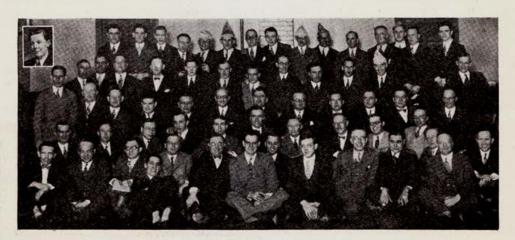


THE "CHAMPS"

Colonie Car Department Team — (Seated) Floyd Clough and "Bear" Beale. (Standing) Michael Lonczak, Elliott Mc-Gaughan (captain) and Alfred Cruickshank.

won the prize of \$20 offered the team finishing in first place, and altogether team and individual prizes totaled \$297.

By reason of a larger membership the prize money for the Gentlemen's league aggregated \$372.70, of which the Generals, captained by ROBERT GEMBERLING, who won first place in the first half of the season, received \$26.50, and the Car department team, captained by ELLIOTT McGAUGHAN, winner of the second half, \$30. The Car department team, which defeated the Generals in the roll-off, and thereby became the championship team, received a further consideration of \$10. Total expenditures of the league amounted to \$688.90, for the season.



The Gentlemen's League. (Insert) William Foley, American Bowling Congress Tournament Honor Man

Ten members of the Delaware and Hudson Athletic Association's Bowling league attended the Twenty-Eighth Annual Tournament and Convention of the American Bowling Congress on March 20-21, 1928 at Kansas City, MO:

Delaware and Hudson Company Bulletin, May 15, 1928, p. 150:

Our Bowlers at Kansas City

F the ten members of The Delaware and Hudson Athletic Association's Bowling league who attended the Twenty-Eighth Annual Tournament and Convention of the American Bowling Congress at Kansas City, Mo., March 20 and 21, last, only one combination, a two-man team composed of George Waldbillig and William Foley, rolled into the money. Foley made the highest single score, 258, in this event, which was also the highest rolled by any of the party, and their total pinnage was 1187. Individual, two-man and team results were as follows:

eale loughvers		151	161	
	7.00			478
	1.00	177	134	477
		181	135	460
		151	193	498
oley	200	213	230	643
Totals	826	873	853	2556
TEA	M NO.	2		
emberling		189	177	537
niffen		183	156	523
ruikshank		195	193	559
elley		187	143	532
laising	171	156	141	468
Totals	859	910	810	2619
Two I	MEN Ev	ENT		o mail
aldbillig	182	171	186	539
oley	258	190	200	648
Totals	440	361	386	1187
ruikshank	146	173	179	498
lough	202	185	198	585
Totals	348	358	377	1083
vers	173	153	177	503
laising	186	195	186	567
Totals	359	348	363	1070
niffen	178	183	163	524
eale	160	175	149	484
Totals	338	358	312	1008
emberling	161	163	169	493
elley	134	145	156	435
Totals	295	308	325	928
Indivi	OUAL E	VENT		1
aldbillig	158	158	158	474
oley		195	180	572
ruikshank	165	163	205	533
ough	202	191	191	584
vers	194	199	162	555
laising	200	186	174	560
niffen	172	174	177	523
emberling	191	162	167	520
elley	161 194	202 189	176 190	539 568

A wrap up of the 1928 bowling season was commemorated on April 21, 1928 in Albany. Given below is an article titled "Great Bowling Season Ends" that was published in the *Delaware and Hudson Company Bulletin*, May 15, 1928, pp. 155-157:

The Delaware and Hudson Company Bulletin



Members of The Delaware and Hudson Company Athletic Association Ladies' Bowling League

Great Bowling Season Ends

Representatives From Our Ranks Participate in Three Bowling Leagues, And Display With Great Pride, Two League Championship Trophies

BOWLING enjoyed another successful season in the Delaware and Hudson family in the schedule brought to a close with the annual banquet Saturday evening, April 21, last. As in former seasons the play was divided between a ladies' and men's league. At their third annual banquet, held at the Phillip Schuyler in Albany, Monday evening, April 16, the ladies' league was formally brought to a close. Officers for the next season were elected, resulting in the re-election of all of this year's leaders. They are as follows: Jane Fabbo, president; Agnes Welch, vice-president; Lillian Lasher, secretary; and Mabel Francis, treasurer.

A sumptuous chicken dinner was accompanied by music by the Rythmasters Orchestra, E. M. Morrissey, director. Following the banquet an exhibition of the Black Bottom and Charleston dances was given by Florine Bouchard and Marion Popp. Dancing was also enjoyed by all those present. Cora Trick also rendered several delightful vocal solos.

Prizes for this season's bowling leaders were

then presented. The Personnel team, captained by Mrs. Fabbo, won first prize of \$20. The Generals, Mrs. Lasher, captain, won second prize of \$15, and third place prize was won by the Tele-



THE WINNING TEAM

(Seated) Nellie Masten, Jane Fabbo, Captain, Marion Popp.

(Standing) Margaret Popp and Mildred Ferris

one hundred and fifty-five

15, 1928

phone team, under the leadership of Mrs. Crowley. This award amounted to \$12. Fourth place prize went to the Superintendents, captained by Miss Francis. A prize of \$10 was awarded to this team. Mrs. Fabbo won high individual average honors with its accompanying prize of \$10.

Next year, as this, it is expected that the league will consist of eight teams, with five members each. Its members are taken from Colonie, Saratoga Division and the General Offices. Already plans are being laid to make next season even more successful than that which has just passed.

Finis was written on the ledgers of the men's league at the annual banquet held at Hollywood Hall, in Kenwood. After a sumptuous feast had been disposed of the gathering was addressed by a group of very interesting speakers. John Evers, one-time baseball star, delivered a fine address on bowling in general, citing many interesting incidents he had witnessed and also congratulated the members of the league heartily for what they had done for bowling in the city of Albany.

Others who spoke included H. G. BECKER, superintendent of Colonie locomotive shop, Scott Palmer, Robert McCormick, Everett Closson, Les Buckley, Charles Williams, and Martin McDonough of the Times-Union. W. W. Bates, assistant to general manager for personnel, tendered his regrets over his inability to attend through a letter, stating that he was with them in spirit although not in person. T. A. Heminway, divisional car foreman of the Saratoga and Champlain divisions, was introduced by Ray Lindsay, president of the league, as toastmaster. Needless to say he acquitted himself in this office creditably.

MR. HANLON, supervisor of wage and working agreements, was greeted by a hearty welcome when called upon for a few words. He paid tribute to the team which represented our Company in the National league of Albany as well as their rivals of the American league, the team representing Keelers.

Prizes for the leaders in bowling in the league were then presented. Colonie Motive Power team was awarded \$10 for having won the league championship and an additional \$30 as winners of first place in the first half of the schedule. Colonie Car department won a like prize for holding first position during the second half of the season. Prizes of \$25, \$20, \$15 and \$10 were presented to the Generals, Purchasing Agents, Car department and Statisticians respectively as runners-up in the first half. Awards of the same amounts went to the Motive Power, Generals,

Paymasters and Purchasing Agents for the second half.

Individual prizes were also awarded as follows: High three games, H. WILLIAMS, \$6; high single game, E. RAGOTZKIE, \$4; high average, WILLIAM FOLEY, \$10; second high average, FLOYD CLOUGH, \$9; third high average, BEALE, \$8; fourth, G. WALDBILLIG, \$7; fifth, E. EVERS, \$6; sixth, A. J. BLAISING, \$5; seventh, R. GEMBERLING, \$4; and eighth, A. CRUIKSHANK, \$3.

Two blind team prizes for each half were presented. Those of the first half were awarded to the Superintendents and Traffic teams. Those for the second half to the Traffic and Police teams. Each prize amounted to \$10.

Blind prizes were also awarded to ten members who rolled more than three-quarters of the games and two prizes to members not rolling three-quarters of the games. The former were \$10, each; the latter \$2.



THE CHAMPIONS

(Front row) C. Williams, E. Miller, I. Kelley, J. Doyle, and W. Foley. (Back row) H. G. Becker, Shop Supt., and H. Van-Bergan, Athletic Director.

High-low tournament honors were captured by G. Long and J. Smith, \$6.10 apiece. Second to A. Cruikshank and J. Doyle, \$3.65 each; and third to S. Malsan and F. Cassidy, \$2.45 each.

High individual single game honors went to W. Foley, with a prize of \$2. He also won high individual three games, carrying with it a prize of \$3

Prizes for the head-pin contest were awarded as follows: High, W. Foley, \$6.60; a tie resulted for second and third places between F. CLOUGH and W. SAGER and they were awarded \$4.13 and \$4.12, respectively; E. KEOUGH placed fourth, winning \$1.65. By way of showing their appreciation, the association tendered \$10 to D. Connell, manager of the bowling alleys.

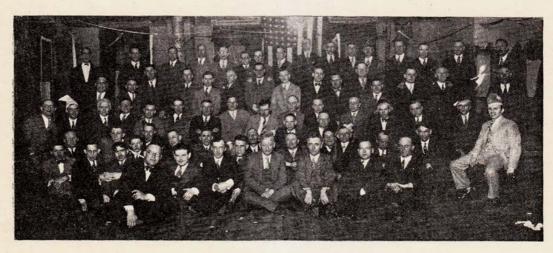
one hundred and fifty-six

May

The Delaware and Hudson Company Bulletin

All of the present year's officers were again elected to lead the league next season. They are as follows: RAY LINDSAY, president; EARL KEOUGH, secretary; and GEORGE AYERS, treasurer.

Plans are already in the making for next season. If the coming season brings forth the success which last season has witnessed much can be expected for the Association in the way of bowling. Everyone is eager to enter the fray next fall in an effort to make this season the best ever, and also to promote a feeling of good fellowship among its players.



Members of the Gentlemen's League

Wrap-up on the 1929 D&H bowling leagues season:

The Delaware and Hudson Company Bulletin, June 15, 1929, pp. 184-185, 188:

The Delaware and Hudson Company Bulletin

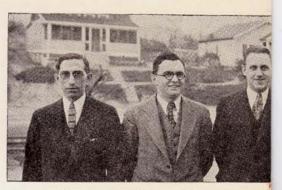
Banquet Closes

Nearly Two Hundred Persons Present at Merry Festival Which Clir of Athletic Association's Teams

D OWLING, in so far as The Delaware and Hudson Athletic Association is concerned, was officially brought to a close Tuesday evening, April 23, with the games rolled on that date, but the Annual Banquet and Entertainment which followed on Saturday evening, May 4, will go down in bowling history as the finest ever enjoyed by the members of the association. By 7:30 P. M. everyone was on hand awaiting the commencement of the evening's program. The banquet itself was delayed only long enough to snap a picture of the winning team and a group photograph of the Association in front of the Knickerbocker Inn where the banquet was held.

Immediately thereafter, the members gathered in the dining room of the Inn. Place cards were to be found on the tables bearing the names of the teams and their positions in the league. Another large table was reserved for the guests of the association including F. L. DANFORTH, Auditor of Disbursements; George E. Bates, Assistant to Vice President for Industrial Development; H. G. Becker, Superintendent of Shops; E. C. La Perche, Assistant Supervisor of Wage and Working Agreements; F. C. Reardon, Superintendent of Stores; R. L. Ziriax, Photographer; and many others.

The dinner menu included olives, pickles, cream of tomato soup, prime roast of beef, mashed po-



"Rouses Point" Team, Champions of The Delaware and Hud E. P. Ragotzkie, (Capt.), E

tatoes, green peas, creamed carrots and peas, ice cream, cake, apple pie, and coffee.

Upon the conclusion of the meal PRESIDENT J. RAY LINDSAY of the Bowling League introduced the toastmaster of the evening, Martin J. B. MacDonagh, Sports Editor of the Albany Times. Union. After a preliminary greeting, Mr. MacDonagh called upon Dan Connell for a vocal solo, accompanied by E. C. LAPERCHE at the piano.

The second feature was an impromptu greeting



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Bowling Season

naxes 1928-29 Schedule; Numerous Prizes Awarded to Members and Albany City League Squad



n A. A. League. Left to right: H. J. Flasser, G. H. Bonville, J. Keough, E. J. Flanigan.

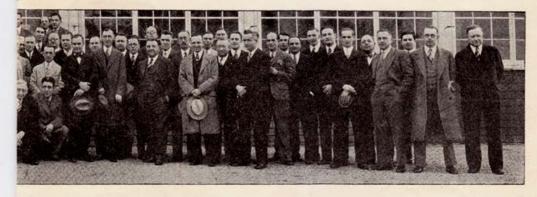
from the owner of the Inn. One after another he told jokes which brought volley after volley of laughter from his listeners.

L. H. Buckley, Captain of the Keeler team in the Albany City League, was the first speaker of the evening. It was his suggestion that the members of our Athletic Association get back of the proposition of providing Albany with good bowling alleys. He also thanked the members of the team which represented our company in the city league for the fine sportsmanship and courtesy they had shown during the thrilling season just brought to a close.

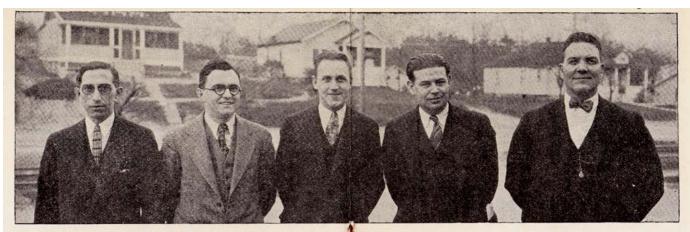
Robert H. McCormic, Chairman of the Albany Bowling Commission, was the second speaker on the program. He was introduced as the man who had done the most for bowling in the City of Albany. Mr. McCormic discussed some proposed changes in the bowling rules to govern the bowling in the City League during the season 1929-30. Another point he brought out is the fact that very few bowlers knew any of the men on the teams opposing them. Speaking for himself, he said that he knew none of the Delaware and Hudson men except those who had been pointed out to him during some of the games. This fact, he thought was unfortunate, for the members were losing a very valuable part of their bowling if they did not become acquainted with their opponents.

Because of the fact that W. W. Bates, Assistant to General Manager for Personnel, was out of town, and consequently unable to attend the dinner, H. G. Becker, Superintendent of the Colonie Locomotive Shop, was called upon to speak in his stead. Mr. Becker gave a very interesting talk on organized athletics in the locomotive shop and told of some of the teams which represent

(Turn to page 188)



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"Rouses Point" Team, Champions of The Delaware and Hudon A. A. League. Left to right: H. J. Flasser, G. H. Bonville, E. P. Ragotzkie, (Capt.), E. J. Keough, E. J. Flanigan.

Banquet Closes Bowling Season (Continued from page 185)

sented the force in the Troy Industrial League. He pointed with pride to the fact that the trophy case in the back shop now contains twenty-six cups and awards won by teams from the shop.

F. L. Hanlon, Supervisor of Wage and Working Agreements, and President of the Athletic Association, concluded the speaking for the evening. Mr. Hanlon spoke briefly on the bowling situation in The Delaware and Hudson family during this and past seasons. One thing in which he is particularly interested is the project of erecting a building in Albany for bowling, basketball, indoor baseball, swimming, and other sports. It was his suggestion that everyone present get behind the proposition until it becomes a reality.

Then came the entertainment of the evening staged by the Capital City Girls' Review. Their repertoire included a number of fancy dances and group dancing, the program proving very entertaining.

Prize awards to the star bowlers of the association followed the entertainment. Medals were presented to the following members of The Delaware and Hudson team which represented the company in the Albany City League: J. A. BEALE, JR., F. ROWE, H. G. WILLIAMS, W. FOLEY, G. WALDBILLIG, and F. CLOUGH. MR. CLOUGH also won an additional medal for rolling the high three games in the league.

Awards made by the association included \$10.00 to J. F. Forner, high average man; \$7.50 to J. A. Beale, Jr., second high average; H. C. Young, \$5.00, third high average; E. P. RAGOTZKIE, \$6.00, high three games; H. G. WALDBILLIG, \$4.00, high single game. Captains E. P. Ragotzkie, H. J. Williams, and J. A. Beale, Jr., won awards of \$30.00, \$20.00, and \$15.00 for placing first, second, and third, respectively, in the team standings. Other awards were made in the high-low tournament to the three first teams composed of Forner and Rausch, Fowler and Ryan, F. Kahnle and F. L. Hanlon.

A number of blind prizes were awarded to the men whose names were drawn from the hat by He G. Becker. They were a pair of gloves to L. Kahnle; a hat to E. Borthwick; an umbrella, E. Ragotzkie; a pair of flower vases, E. Flangan; a pair of bowling shoes to H. Egelston; a shirt to K. Miller; and a leather memorandum pad to C. S. Hallenback.

The final business of the evening was the election of officers to govern the policies of the association during the coming season. They are PRESIDENT E. J. KEOUGH, VICE PRESIDENT E. J. CLAS, TREASURER GEORGE H. AYRES, SECRETARY H. VEDDER.

The D&H Athletic Association Bowling League hosted its second-annual clam steam in Sharpe's Grove on the Rensselaer-Troy Road on August 15, 1931. About this event, the article titled "Bowlers Hold Annual Frolic" was published in The Delaware and Hudson Railroad Bulletin, October 1, 1931, pp. 299-300:

Bowlers Hold Annual Frolic

Program of Sports Enjoyed at Clam-Steam

ESPITE the dark storm clouds in the heavens, the brilliant flashes of lightning which intermittently lighted up the skies. and the rumbling peals of thunder, and the spasmodic torrents of rain, the members of the Delaware and Hudson Athletic Association Bowling League turned out almost to a man to attend the second annual clam steam in Sharpe's Grove, on the Rensselaer-Troy Road, Saturday afternoon, August 15.

The grove, situated in a secluded spot out of sight of the highway, offered all the desirable features of an ideal site for a clambake. Ample parking space surrounds two pavilions, one for dancing, cards and entertainments, the other provided with tables seating 500 people. Close by are a refreshment stand, and quoit pits with benches for spectators. Over the brow of a nearby hill is a long golf driving range and a spacious baseball

Promptly at 1:30 clam chowder and crackers were served in the pavilion. Many complimentary remarks concerning its flavor were overheard; in fact, a number of bowlers went so far as to pronounce it the best tasting chowder they had ever enjoyed. It was some time before the long line of hungry railroaders, waiting with bowls and spoons in hand, had been brought under control.

Early in the afternoon GROVER LONG, athletic

enthusiasts for the tournament. Pair after pair of competitors met; those surviving the elimination round being scheduled to pitch later in the afternoon in the finals. FLOYD CLOUGH, last year's champion, officiated as referee and scorekeeper. The tournament was only well under way, several rounds having been played, when rain brought it to a close. "STEAMER" FLANIGAN had eliminated "SYL" MALSAN; Paymaster GATES was also seated among the vanquished; and Master Car Builder G. W. DITMORE had put Divisional Car Foreman T. A. HEMINWAY out of the running by throwing five "ringers" in a single contest. As soon as the rain stopped, the bake was served, so that no winner of this event could be announced.

Meanwhile, HARRY SCHERMERHORN'S "Lefthanders" were battling "BEAR" BEALE'S "Bearcats" in a thrilling indoor baseball game. From the outset it was plain that the left-handed squad was superior to the orthodox nine. Seven of SCHERMERHORN'S hitters had made the circuit of the bases before a single "Bearcat" scored. BEALE was relieved from duty on the mound in the fifth inning by "JACK" HAYES who allowed the "Lefthanders" five more runs in the remaining two innings.

BEALE'S squad managed to collect five counters in the last two frames to avoid a shutout, although committeeman, rounded up the quoit pitching the right-handers were unable to tie the tally before

Bowlers' Outing Committee



Left to right: Messrs. Schermerhorn, Lawlor, Flanigan, President Lindsay, Long, and Frank Rowe.

pitcher SCHERMERHORN clamped down on them with two strikeouts to retire the side. "JACK" DOYLE, of Colonie, had a well nigh perfect day at the bat, pounding out three doubles and a triple over the first baseman's head. The longest hit of the day was FLANIGAN'S home run deep into center field. Throughout the contest "JACK" HAYES kept up a line of humorous banter, riding the umpire, Police Lieutenant CHARLES BENTLEY, and players on both teams. Rain spelled the finish of the contest, too, at the close of which the score sheet showed:

"Bearcats" 0 0 0 0 0 3 2— 5 "Lefthanders" 2 2 1 4 0 2 x—11

In the golf driving contest Craft Organizers "JERRY" LAWLOR and HARRY SCHERMERHORN gave JOSEPH MYERS, the winner, a merry race for the prize. When JOE drove one out of sight over a distant hill top, however, he was declared the winner.

Shortly after 5 P. M. the dinner bell called the bowlers to one of the most enjoyable clam bakes they had ever eaten. The bill of fare included: rolls, brown bread, sweet corn on the cob, white and sweet potatoes, half a chicken, clams, sausages, watermelon, brick ice cream, and coffee. There was an ample supply of everything to permit those with lusty appetites to have a second helping.

Present as guests of the Bowling League were: Robert McCormic, Chairman of the Albany Bowling Commission; Lester Buckley, Secretary of the Commission and captain of the champion Keeler team in the Albany City League; F. L. HANLON, President of the Delaware and Hudson Athletic Association; F. L. DANFORTH, Auditor of Disbursements; and W. S. PALMER, Auditor of Revenue.

On August 20, 1932, a "frolic" and clambake opened the D&H bowling. About that event, we read the following in *The Delaware and Hudson Railroad Bulletin*, October 1, 1932, p. 269:

"More than a thousand employees with their families and friends thronged the immense Silver Ball Room. . . on August 20. . . "

"Frolic" and Clambake Open Bowling Season

ORE than a thousand employees with their families and friends thronged the immense Silver Ball Room at Mid-City Park, Menands, on the evening of August 20 for the 'Frolic' of the Delaware and Hudson Athletic Association. From a stage banked with flowers, Johnny Finke's WGY Staff Orchestra poured forth melody and syncopation while the dancers circled about and waiters moved through the crowd serving salad, sandwiches, ice cream and soft drinks. The food as well as the men who served it were strictly "D. & H." products, both being from the dining-car service.

Promptly at eleven o'clock T. A. HEMINWAY, Master of Ceremonies, took charge and introduced the features of Miss Amy Condon's Broadway Syncopaters and Oscar Hallenbeck's Revue, entertainment and dancing alternating until the party reluctantly broke up at 1:30 A. M.

The success of the frolic was due largely to the manner in which some 50 or more employees each handled their assignment as members of the various committees, and it is to them as well as to the several chairmen that the General Committee wishes to express its appreciation.

In anticipation of "The Frolic" some 110 members of the Men's Bowling League met in Sharp's Grove, Defreestville, Saturday, August 13, for their annual day in the open, culminating in a clambake. A program of sports including a ball game and golf-driving contest as well as horseshoe pitching and less active sports occupied the afternoon, interspersed with raw clams and broth.

The Men's Bowling League opened its 1932-33 season on Sept. 12th, with two 8 team circuits, while the Ladies' League of 8 teams made its start on the same evening.

2316

The Delaware and Hudson Players

Not surprisingly, a group of D&H employees formed a highly-successful theater group called the Delaware and Hudson Players.

On March 22 and 23, 1926, the Delaware and Hudson Players presented to Albany audiences "The Old Soak" at the Vincentian Institute. The performance was a huge success. The D&H Players took their show on the road, and on April 7, gave a performance of the play at the Irving Theatre in Carbondale, for the benefit of St. Joseph's Hospital. This is a remarkable demonstration of an initiative by a group of D&H employees, during their leisure time, to enhance the quality of life in Carbondale by means of a concert for the benefit of St. Joseph's Hospital.

On April 21, the Delaware and Hudson Players played Oneonta; on April 26, Plattsburg, and on May 6 and 7, Whitehall.

The article given below, titled "The *Old Soak* Pleases Albanians," was published in *The Delaware and Hudson Company Bulletin*, April 15, 1926, pp. 9-10:

The "Old Soak" Pleases Albanians

In presenting "The Old Soak" to Albany audiences in Vincentian Institute on Monday and Tuesday evenings, March 22 and 23, Delaware and Hudson players once more proved their ability as entertainers of more than amateur rating. All the pathos and humor with which this comedy by Don Marquis, made famous by Raymond Hitchcock, abounds, was developed in fullness with finished dramatic expression. If only the plaudits of the audience were to be taken into consideration they could well be recognized as an appreciative endorsement of the work of the members of the cast.

As in other years, the production was handled by The Delaware and Hudson Athletic Association under the direction of F. L. Hanlon, supervisor of wage and working agreements, who was assisted by E. C. LaPerche, business director; Frank Trenor, dramatic director; G. M. Lawlor, stage director; H. C. Young, advertising manager; and W. F. Dollard, chairman, ticket committee. The scenery was designed and executed by Edward Clark.



Tom, Matilda and Lucy



Al, Nellie and Clem

George M. Lawlor, craft organizer, as Clem Hawley, plays the title role. Typical in actions, in his attitude toward the future, and in personal sentiments, of the members of his "order," he proved a most interesting character, and in the end happily acquitted himself in a manner that saved his home from the fate that befalls that of many an "Old Soak."

Worn by worry over her husband's persistent habits which made the management of the home a real problem, Ann M. Tiernan of the Accounting department, as Matilda, Clem's wife, proved her ability to handle a most difficult dramatic role. Disgust at Clem's actions was tempered with compassion, however, and at other times she joined with the children in their planning with a spirit that belied her worries.

Cousin Webster Parsons, the village banker, distantly related to Matilda, possessed much self-assumed piousness and a deacon-like appearance. This was John M. J. Flanagn of the Traffic department, and so well did he play his part that it at once hinted of the deception underlying it. He was constantly a thorn in Clem's life, but in the final act Clem, balancing accounts in a most dramatic way, proved his suspicions to have been well founded.

In Jeremiah M. Crowley, crew dispatcher at Colonie, as Al, the bootlegger, Clem had a constant and abiding friend, as clinging as the ivy and more generously disposed than bootleggers are reputed to be. Their frequent, semi-private, transactions while business-like, were not altogether serious and it appeared to the audience as though Mr. Volstead was somewhat of a burlesque character.

ETHEL F. WELDON of the Accounting department, as Lucy, Clem's daughter; CHARLES H. Mc-OMBER, as Clemmie, Clem's son; JEAN I. BECKER

15, 1926

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The Delaware and Hudson Company Bulletin

of the Accounting department, as Ina Heath, Clemmie's sweetheart; MILDRED M. FOLEY of the Reproduction department, as Nellie, the hired girl; and Frank Mealy of the roundhouse office force at Colonie, as Tom Ogden, Lucy's sweetheart, also carried out their respective parts with credit to their powers of interpretation and expression and so helped to make the play a real success.

On Wednesday evening, April 7, the cast played the first of its road engagements at the Irving theater in Carbondale, for the benefit of St. Joseph's hospital, and pleased its audience equally as well as those before which it had appeared in Albany. On April 21 it will play in Oneonta; on April 26, at Plattsburg; and on May 6 and 7, in Whitehall.

The "Old Soak"

CLEM HAWLEY was a loving man, As solid as an oak, But just because he liked a drink, They called him "The Old Soak."

But what's a name amount to, when Your heart knows naught but cheer, And Nellie from the kitchen calls, "Mister Hawley, Al's here."

Who is this friend you'd like to know.
This person known as Al,
Who visits Clem so frequently,
When calling on his gal?

"He's just a human," Clem would say,
"More than a friend—a pal,
"He mixes all my drinks for me,
"This person known as Al.

"And mebbe, you can never tell—
"When I have gone away
"To visit on another plane,
"As we must all some day.

"Perhaps when I am living there,
"An angel will appear
"And whisper softly, tenderly,
"Mr. Hawley, Al's here."

-JEREMIAH M. CROWLEY, Crew Dispatcher, Colonie.



The Cast of The "Old Soak"

A second D&H theater group was formed in 1926 by the Maintenance of Way mechanics and helpers on the Susquehanna Division, under the auspices of the Oneonta Local No. 2. On January 27, 1926, they gave a highly successful performance of the four-act play titled "A Noble Outcast" in Saint James' Parish house in Elm Street, Oneonta. Given below is the article titled "Give Successful Play" about that performance that was published in *The Delaware and Hudson* Company Bulletin, April 15, 1926, p. 14:

Give Successful Play

UR Maintenance of Way mechanics and helpers on the Susquehanna division, under the auspices of Oneonta Local No. 2, on January 27, last, gave a benefit play of four acts, entitled "A Noble Outcast," that fully pleased and otherwise delighted an audience that taxed the capacity of St. James' Parish house in Elm street, Oneonta. All of the characters were Company employes who had been coached in their respective work by Claude L. Champlin, who has had much experience in this line, and so well did they interpret their parts that the production lacked altogether those weaknesses that so often make an amateur production uninteresting. As a result, interest was kept in keen suspense until the close of the last act, and the audience was so generous in its expressions of commendation as to encourage further efforts of the same kind at some later date.

WALTER LARTER, treasurer of the Local, as Colonel Matthew Lee, played the title role, and other parts were taken as follows:

SADIE, faithful but free......MRS. P. A. LYKE JACK WORTHINGTON, Blackburn's rival.....

HARLOW BENDER

FRANCE, a disputed possession.....ERMA BRADLEY
JAMES BLACKBURN, the Colonel's nephew....

RAYMOND MOREY

Mrs. Lee, wife of the Colonel.....

MRS. A. C. DEANE

GERALD WESTON, known as Jerry the Tramp ...

Claude L. Champlin

DETECTIVE PARKS LYKE

2317

Baseball

Baseball: the quintessential nineteenth century leisure time activity: quality time, off-the-job:

There were teams everywhere in the anthracite coal fields. See Browne, Paul. *The Coal Barons Played Cuban Giants A History of Early Professional Baseball in Pennsylvania*, 1886-1896. (2013, 238 pages, McFarland & Company, Inc., Publishers, Jefferson, NC, and London)

Breaker boys frequently played baseball during their lunch time.

There was a baseball field near the light track of the Gravity Railroad, back of Welsh Hill. In the *Carbondale Leader* of September 5, 1874, we read:

"Every pleasant Sunday scores of large and small boys betake themselves to a field near the light track of the gravity road, back of Welsh Hill, and engage in playing ball." (*Leader*, September 5, 1874, p. 3)

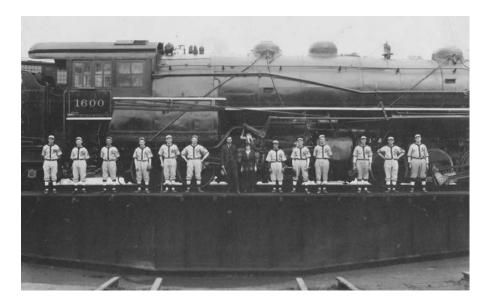
The location of Welsh Hill: In installment no 2 of her 1946 *History of Carbondale*, Alice Rashleigh says: "The Welsh settled in the southern part of the town known as Welsh Hill. The Irish miners built shanties on the western side which for many years was called Shanty Hill."

Baseball games were played regularly at Anthracite Park.

There was a Gravity Railroad baseball team. In the *Carbondale Leader* of July 24, 1885, we read:

"The flags along the gravity are at half-mast [U. S. Grant died on July 23, 1885]. / The gravity boys have a base-ball club. James Bryden is captain and Frank Shannon secretary. They want to play the Carbondale club some time." (*Carbondale Leader*, July 24, 1885, p. 1)

There was a D&H Motive Power Shop Baseball team in Carbondale. In the photograph given below and in a photograph on the following page, also on the front cover of this volume, that team is seen standing on the turntable in the D&H Carbondale roundhouse in 1921.

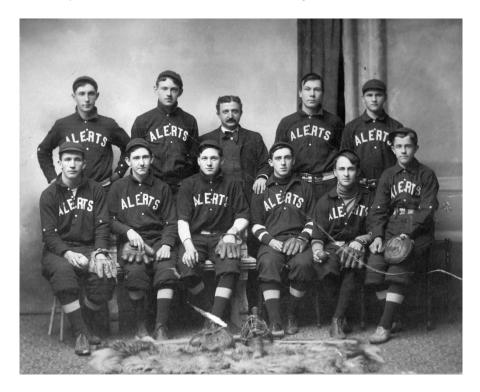


D. & H. Motive Power Shop Baseball Team, 1921. Shown here, standing on the turntable in front of D&H No. 1600 in the Carbondale D&H Roundhouse are, left to right: Jimmy Carden, Tom Boylan, Johnnie Leo, Mallica Mannion, Reuben Molinaro, unknown, Maurice Blocksidge (Painter foreman), Lena McGowan (secretary), Scanky Leo, Jimmy Tyson, Joe Beahan, Phil Farber, Jimmy Farrell, Pat Sharkey. Photograph in the holdings of the Carbondale D&H Transportation Museum, donated by Frank Truman, Carbondale.

The D&H Motive Power Shop Baseball Team, Carbondale, PA, is also shown in the photograph given below, which was very probably taken on the same day as the photo given above of the team. This photograph of the team was donated to the Carbondale Historical Society by Skip Race, whose grandfather, Joseph Beahan, is shown in the photograph, fifth from the left, in the back row.



Shown below is the Alerts baseball club from Carbondale. This photograph was donated to the Carbondale Historical Society by Francis J. Truman, 170 Terrace Street, Carbondale. Seated in this photograph are: H. Tolly, T. Lynott, J. Lavin, W. Jones, M. Barbour, and W. Moffett. Standing are: F. M. McGarry, H. Halek, Mayor Abe Sahm, T. Mathews, and G. Pidgeon.



Shown below is a post card photograph of No. 19 on the D&H Baseball team. This post card is in the collection of the Carbondale Historical Society.



D&H Team, No. 19

The Carbondale South Side Playground Association and the South Side Clippers:

On December 12, 2016, Tom Mizianty (Waymart, PA) presented to the Carbondale Historical Society his mother's (Sophia Romaninsky) membership card in the South Side Playground Association (in the Bushwick section of Carbondale). At that time, he noted: "The playground was run by the South Side Clippers, a baseball team and a social club. It was of some import in the 50s (I actually worked as a playground instructor in the summer when I was a college student). They purchased the closed Thomas Edison School on Center Street (which I attended to 4th grade), remodeled the first floor for event space and the basement was a bar and social gathering spot. St. Rose of Lima church in Carbondale leased the first floor space for a number of years as a satellite chapel (Our Lady of Fatima it was called). There were 2 masses there every Sunday and they were filled to capacity. Eventually the Clippers disbanded and the building was torn down. A private home sits on the site today."

The *Generals*, the Delaware and Hudson Athletic Association's baseball team, opened their sixth consecutive season on April 24, 1927. The members of the team are shown below in the article about the team that was published in *The Delaware and Hudson Company Bulletin*, June 1, 1927, p. 168.



The Delaware and Hudson Generals

Generals Open Their Sixth Season

ITH such a splendid record as twenty-seven victories against twelve defeats last season to lend encouragement, the Generals, as The Delaware and Hudson Athletic Association's baseball team is known, opened their sixth consecutive season on the diamond at Elmira on Sunday, April 24, when they met and suffered a 1-0 defeat at the hands of the local team playing in the New York-Pennsylvania league circuit. In opposing teams of this class, in all sections of the country, as has been the team's practice, its record to date is generally recognized as a most enviable one.

The players appearing in the photograph above, several of whom have been with the team continuously since it was organized in 1921, are as follows:

Front row (left to right)—Evers, shortstop; Miller, left field; Sandy, 3rd base; Stevens, catcher; Marterer, 2nd base; and, Phelps, center field.

Standing (left to right)—Grady, catcher; Hogan, pitcher; Dollard, pitcher; Schermerhorn (captain and manager), 1st base; Rosback, pitcher; and, Hickey, center field. 2318

Clam Bakes

Clam bakes were a very popular leisure time activity in the nineteenth and twentieth centuries in the anthracite fields.

On September 5, 1873, a gala clam bake took place at Crystal Lake (near Carbondale). Here is an account of that clam bake that was published in the *Carbondale Leader* of September 13, 1873, p. 3:

"A GALA DAY AT CRYSTAL LAKE.—As proposed by Mayor Voyle and Mr. Andrew Simpson, a clam bake at Crystal Lake would be a rare treat for our citizens. Accordingly, Friday, September 5, was the day designated, and in due time invitations were extended to a large amount of the people of this city, and to a number of those living out of town who were former residents, to participate in the expected grand affair. / Crystal Lake being about five miles distant from Carbondale, and all, of course, who intended to attend the clam bake, must be provided with a conveyance of some kind to reach it. Long before the appointed day, every livery rig in town was engaged, and many private conveyances, also, had to be brought into requisition to accommodate the vast assemblage who were to occupy the beautiful grove on the lake shore. / At about ten o'clock A. M. the most of the party had arrived on the grounds, and preparations were immediately made for the baking of three barrels of clams and roasting of several ears of corn. A pit of proper depth and width had been sunken in the ground the day previous by Mr. Simpson, and everything, apparently, seemed to be in first-class order for a good and substantial feast on clams. A table, over one hundred feet in length, together with numerous seats here and there between the trees, had also been reared for the day, which lead one to believe that the undertaking could not fail to be a success, and so it proved. / After all of the party had assembled at the grove, the exercises of the day were opened by appointing Colonel Monies, of Scranton, President; Wm. McMullin, Vice-President; M. C. Borst, Secretary; and Hon. Thomas Voyle, Treasurer. / Immediately after the appointment of the officers of the day, the President delivered a brief and witty speech in which he gave his ideas how a gathering of this kind could be made pleasant and agreeable; and we have not the least idea but that everybody present endeavored to make themselves happy. The swing and croquet grounds afforded enjoyment to some, while others promenaded around the grounds, or facilitated themselves with a trip around the lake on the little steamer. At the swing we noticed one elderly gentleman who moved as sprightly as the most of our young men at the present time, and caused the swing to vibrate lively. He apparently, 'was just as young as he used to be.' A small party who were of a different turn of mind in the way of enjoyment had the croquet grounds cleared, and treated themselves to a dance while the band was discoursing music. And other retired a little below the majority of the assemblage to a couple of oak trees and a rock, on which was placed a stoutly-hooped keg, the contents of which were used to quench the thirst and cool their parched tongues. / At about half-past twelve dinner was announced, and everybody present began to satisfy their craving appetites. The table fairly

groaned beneath its burden of choice eatables, which were bounteously provided. Some time after, the clams were unearthed, and those of the large party present who had already filled themselves to repletion, ate clams to their heart's content. / The most exciting scene of the day was the foot-racing. The first competitors announced were Mr. Monies and Mr. Voyle. Both men had put themselves in trim, came up to the scratch, declared that everything was in readiness, and the word 'go' was given; and go they did for a few feet, when Mr. Voyle's feet came in contact with his adversary's feet, and caused Mr. Monies to make some queer motions. Another start was taken, and again did they meet with the same misfortune. Mr. Voyle finally came out victorious after putting forth all of his energy and skill. Mr. A. B. Durfee and Mr. Wm. McMullin were next proposed. It required some time to get these men ready for the task; but soon it was stated that two of the laziest men of Carbondale were going to run, and, naturally, all were anxious to witness their graceful movements and dexterity. They started, and the distance run was about six hundred feet, and was won by Mr. McMullin. Time—1:90. Mr. Durfee undoubtedly would have been victorious had he not eaten so many clams. Mr. S. B. Mills and Mr. W. Burr were proposed next. One man said he would bet \$25 on Mr. Burr; another gentleman said he would go fifty on Mr. Mills. Excitement ran so high that they refused to run, and Mr. Voyle and Mr. Frank were substituted. Naturally, this race promised to be interesting, as both gentlemen are rather portly, and if a collision should occur, something serious might happen. At last the well matched pair started, and before much headway had been made, Mr. Voyle's feet collided with a pair a little larger, which immediately flew up in the air, but were again put to service. When home was reached, the large feet were declared the winners by about two and one-half inches. / After the races speeches were delivered by Mr. W. B. Franks, Col. Monies, Mr. Morris Hughes, Hon. Lewis Pughe, Rev. B. D. Thomas, Hon. Thomas Voyle, and Mr. R. W. Graves, all of which were attentively listened to. The day's exercises at the grove were concluded by a large party joining hands and singing the good old song, 'Auld Lang-Syne,' and the party dispersed to the hotel, where, through the hospitality of Mr. Phinney, were allowed the use of his ball-room. We noticed one individual who had danced so many sets in succession, and still insisted on going through 'Figure four,' which he did before he vacated the floor. / At a meeting of which Wm. M. Monies was appointed president, and Charles Law secretary, several of our citizens and former residents of this city, it was proposed that a reunion of the present and future inhabitants of this city be held at a clam bake at Crystal Lake at once a year, and the following resolution was reported by Mr. Pughe, and unanimously adopted. / Resolved, That this reunion take place at Crystal Lake on the first Friday of September of every year; that the executive committee have power to invite all the known old residents of Carbondale and friends; and that the committee also have power to appoint some person, an old resident of Carbondale, to deliver an address on the occasion. / On motion of the secretary, R. W. Graves, J. M. Poor, Thomas Orchard, James Dickson, James Morrison, S. B. Mills, and Andrew Simpson, were appointed the executive committee. / The following are the officers appointed: President, J. B. Van Bergen; Vice-President, Patrick Moffitt; Secretary, Thomas Voyle; Treasurer, John Nealon."

Clam bake at Blocksidge Farm, 1923:

The D&H Motive Power Department hosted a clam bake at the Blocksidge Farm in 1923. Given below is a photograph, in the collection of the Carbondale D&H Transportation Museum, that was taken at that clam bake:



Arbutus Flower Picking Outings

During the 1880s and 1890s, outings/excursions via the Gravity Railroad to the mountain side above Carbondale to pick arbutus flowers in the spring were popular, especially among the young ladies and gentlemen at the upper level of society at the time.





Trailing Arbutus, Mayflower. Epigaea repens.

Trailing Arbutus blooms in early spring; its creeping stems bear clusters of sweetly fragrant pink or white flowers that are sometimes hidden by the hairy evergreen leaves.

Here is a series of articles/notices about arbutus picking outings on the Moosic Mountain that were published in the *Carbondale Leader* in the 1880s and 1890s:

- -- "The young lady now taketh a basket and searcheth for arbutus, but, lo, there is none, for it is yet too early in the season." (*Carbondale Leader*, April 20, 1883, p. 3
- -- "Arbutus is now in full bloom on the mountain." (Carbondale Leader, May 4, 1883, p. 3)
- --"Arbutus party consisting of Mrs. C. O. Mellen and son, Mrs. E. P Aunger and son, Mrs. L. Marshall, Mrs. Robert Bartlett and Miss Grace Ottman visited the Moosic mountain on Tuesday and took home the finest flowers of the season." (*Carbondale Leader*, May 11, 1883, p. 3).
- -- "The trailing arbutus is now in bloom." (Carbondale Leader, May 2, 1884, p. 2)
- -- "The arbutus is beginning to bud under the beautiful snow." (*Carbondale Leader*, March 20, 1885, p. 1)

--"The arbutus will be in full bloom at No. 9 by Saturday next." (Carbondale Leader, April 28, 1885, p.1)

-- "The arbutus is a thing of the past, for this year." (Carbondale Leader, May 15, 1885, p. 1)

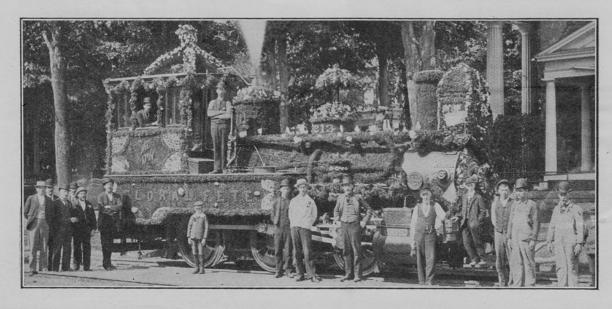
In mid-April 1890, a party of 39 ladies and gentlemen, primarily from Carbondale, went upon the Moosic Mountain in search of "fresh and fragrant Arbutus." The following article about the outing was published in the *Carbondale Leader* of April 21, 1890, p. 4:

"FARVIEW EXCURSIONISTS. / In Search of Fresh and Fragrant Arbutus. / The first excursion to Farview this season went over the gravity railroad Saturday. It was made up of a little party of young people who were anxious to breathe the invigorating atmosphere that is always found at the summit and at the same time gather fragrant arbutus which grows luxuriously on the mountain. The party was made up of the following persons: Blanche Dolph, Lizzie Wyllie, Garce Vannan, Lillie Robinson, Mamie Tryon, Mary Stephens, Mamie Schotzer, Harry Rettew, Bert Dix, George Chase, Elmer Brokenshire, Dan Scurry, Frank Wolcott, Grace Bagley, Minnie Robinson, Stella Hathaway, Jennie Butler, Hattie Pascoe, Mrs. Dr. Meaker, Mary Weaver, Jessie Frank, Chrissa Mitchell, May Hallock, Alice Butler, Erdine Fowler, Minnie Warnick, Ione Tyler, Helen Hankin, Nellie Bryden, Lotta Giles, Maybell Fuller, Messrs. John Niles, Geo. Smith, H. J. Major, Ed. Walters of Scranton, Frank Berry, Reed Fowler, Chas. Alexander, Melvin Tappan." (Carbondale Leader, April 21, 1890, p. 4)

And speaking of flowers:

The D&H participated in the Saratoga Floral Fete, September 1896 by decorating with flowers and moss D&H switcher 213. In *The Delaware and Hudson Company Bulletin*. p. 212, July 15, 1931, we find the following photo with caption:

At Saratoga in 1896



Took Foreman J. F. OSBORN and his force two weeks' spare time to gather the flowers and moss used to decorate switcher 213 for the Saratoga Floral Fete of September 1896, to and from which 29 special passenger trains were operated. Included in the photograph are: MR. OSBORN; Yardmaster D. DILLOWAY; Engineman W. A. ASHTON, in cab; Fireman CORBIN WINNIE, on running board; Conductor T. J. SKINNION; and Trainmen E. BARNUM, G. ENSIGN, J. NILES, and S. SCHAUBER.

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In the spring of 1872, R. Lister, Superintendent of the Green House and extensive Gardens of E. E. Hendrick, reported that he expected to be able to supply former patrons with choice early plants for family gardens at very fair prices. In the *Carbondale Advance* of May 4, 1872, we read:

"Early and Choice Plants. / Mr. R. Lister, Superintendent of the Green House and extensive Gardens of E. E. HENDRICK, Esq., informs us that he expects to be able to supply their former patrons with choice early plants for family gardens at very fair rates. / The large and splendid stock of flowers, plants, and seedlings which Mr. Lister has produced with so much care and taste during the winter, has been greatly reduced by his numerous customers, but some fine ones are still left." (Carbondale Advance, May 4, 1872, p. 3)

In the following month, Mr. Lister reported that certain reprobates had stolen some flowers from the Hendrick green house. In the June 1, 1872 issue of the *Carbondale Advance*, we read:

"Dangerous Business. / While the love of flowers is altogether commendable, and its effect upon the mind refining and happifying, stealing flowers and plants is not only the meanest but one of the most dangerous kinds of theft. Mr. Lister, gardener in charge at Hendrick's, informs us that there are just such reprobates to whom the finger can be pointed, and they had better beware. Some of our nearer neighbors have suffered in the same way. It will make the parties trouble if persisted in." (Carbondale Advance, June 1, 1872, p. 3)

2320

Huckleberrying, 1872-1884

During the troubled times of the 1870s, many out-of-work and/or unemployed persons in the anthracite coal fields, particularly in the upper Lackawanna Valley, picked and sold huckleberries. Whether it was during the troubled times of the 1870s or during periods when the mines and railroads were working, however, huckleberrying was a very effective use of time. Money made from selling huckleberries helped a great many families "keep their heads above water" and maintain the quality of their lives.

The hillsides and areas along the many railroad tracks in the area were ideal locations for growing huckleberries. The soil, from the soot of the railroad engines, mines, and breakers made the soil acidic. Huckleberries require acidic soil with a pH range of 4.3 to 5.2. The will grow in full sun or shade. Huckleberries are perennial evergreen shrubs about 2 to 3 feet tall when grown in full sun but may become 10 feet or more when grown in shade conditions. When found in shaded areas, the huckleberry plants are larger and lusher than plants in the full sun.

As William Simmons discovered on Monday, August 1, 1870, the dry hillsides above Carbondale were an ideal location for huckleberries and—rattlesnakes!

"A large Rattlesnake, with thirteen rattles, was killed on the mountain, by William Simmons on Monday last, and brought to town. The Spring fires did not destroy either all the [huckle]berries or all the snakes." (*Carbondale Advance*, August 6, 1870, p. 3)

In late July 1872, we read in the July 27 issue of the *Carbondale Leader*, the streets of Carbondale were overrun with huckleberry vendors, and huckleberries were selling for 10 cents a quart:

"Our streets are overrun with huckleberry venders. It is a difficult matter to get rid of them at ten cents per quart." (*Carbondale Leader*, July 27, 1872, p. 3)

The large crop of huckleberries that were picked and brought into Carbondale in 1874 where bought and marketed by J. R. Shepherd and X. W. Williams, primarily in Susquehanna and Binghamton:

"The huckleberry crop, which is now being gathered by scores of industrious hands, is a large one this year in this section. Many bushels are brought into town daily. J. R. Shepherd and X. W. Williams are shipping large quantities to Susquehanna and Binghamton, where they bring good prices." (*Carbondale Leader*, August 1, 1874, p. 3)

In August 1874, huckleberries were selling for six to eight cents a quart in Carbondale. Large quantities were brought into Carbondale and shipped north:

"Huckleberries are now selling here for only six cents per quart. Many bushels are brought into town daily and shipped to places up north. Last week the price was eight cents." (Carbondale Leader, August 8, 1874, p. 3)

There were three fruit dealers in Carbondale, and by late August 1874 they had purchased 11,200 quarts of local berries and shipped them to Binghamton and Susquehanna.

"The three fruit dealers in Carbondale have shipped this year, to the Binghamton and Susquehanna markets, 11,200 quarts of huckleberries—a larger quantity, we believe, than has been shipped during any year heretofore. A little over seven cents per quart has been paid to the pickers, but reckoning the price paid at seven cents per quart, the amount distributed to the industrious pickers is \$784." (*Leader*, August 22, 1874, p. 3)

On July 26, 1876, J. R. Shepherd & Co. took 50 bushels of huckleberries that were picked locally; on the preceding day, Shepherd & Co. took in and shipped 30 bushels. The financial rewards for the pickers and sellers of these huckleberries, noted the journalist for the *Carbondale Leader* on July 29, were significant.

"J. R. Shepherd & Co. took in fifty bushels of huckleberries on Wednesday—the largest amount they ever received in one day. On Tuesday they received and shipped thirty bushels. Their shipments this week have been large each day. Other parties, some from Binghamton and some from this city, have also been buying and shipping this week. The huckleberry crop is larger this year than it was ever known to be; at least more have been gathered and sold this summer than ever were gathered and sold during any previous season. The crop is not yet by any means exhausted, for as fast as the berries are picked more ripen; and the harvest will continue without abatement during the next week and probably longer. A considerable amount of money has been distributed among the laboring classes which they would not have received but for the huckleberry crop [emphasis added]. The weather has been very favorable for the pickers for the last ten days." (Carbondale Leader, July 29, 1876, p. 3)

The Huckleberry Brigade in Carbondale in August 1876 was large and industrious:

"The Huckleberry Brigade is still as industrious as usual. The members now number more than they ever did before. They march and counter march from town to hillside and from hillside to town at all hours of the day. It is painful to think that their season of sport will soon be ended,

but they must console themselves with the thought that they have had fine weather during the greater portion of their carnival." (*Leader*, August 5, 1876, p. 3)

Twenty to forty bushels of huckleberries were received and shipped daily from Carbondale in early August 1876:'

"The shipment of huckleberries continues. J. R. Shepherd & Co. have received and shipped from twenty to forty bushels per day since our last issue. Although the demand for this fruit is great, the supply seems to be greater. Other parties are shipping a few to Binghamton and Susquehanna. The berries now gathered are of an excellent quality. Huckleberries have now been in the market six weeks, and the crop will be abundant for at least another week." (*Leader*, August 5, 1876, p. 3)

In 1876, Messrs. J. R. Shepherd & Co. received/purchased in Carbondale over thirteen thousand quarts of huckleberries and shipped them to Binghamton and other places. The local pickers of that astonishing quantity of huckleberries were primarily out-of-work and/or unemployed miners and railroaders and their families.

"Messrs. J. R. Shepherd & Co. have shipped this year to Binghamton and other places 13,728 quarts of huckleberries. The average price paid for the berries was six cents per quart, amounting to \$823.68, which was circulated among the poorer portion of the community." (*Carbondale Leader*, September 9, 1876, p. 3)

1876 was a banner year for picking and selling huckleberries, and the prospects for the 1877 season, the *Carbondale Leader* noted on July 7, 1877, looked even better.

- "There is no end, so to speak, to the berries that will soon be ready for the industrious pickers; and, as the times are so dull, work so difficult to obtain, and the laboring portion of our population so needy, they will gather and sell all the berries they possibly can from this time until the middle of August."
- The "Huckleberry Brigade" in Carbondale was large and diverse: "Men and women, as well as boys and girls of all ages and sizes, will assist in gathering the fruit; and some families will have as many as half a dozen pickers in the field at once."

• The journalist writing for the *Carbondale Leader* recognized the important financial impact that the huckleberry trade had for the community in the hard times then at hand: "This temporary industry will be the means of bringing several hundred dollars of money into this community which would not otherwise find its way into it but for the fine huckleberry crop; and to our working people it will come as a godsend at this time."

Here is the complete article on the huckleberry season in early July in Carbondale in 1877:

"The huckleberry crop on the mountains in this vicinity will be as large as it was last year, if not larger. The crop of 1876 was one of the largest ever known, and the poor people accumulated many a dollar from the sale of the fruit which they picked. More huckleberries were shipped from Carbondale last year than during any previous season, and it now looks as if a much larger quantity would be shipped this year than last season. There is no end, so to speak, to the berries that will soon be ready for the industrious pickers; and, as the times are so dull, work so difficult to obtain, and the laboring portion of our population so needy, they will gather and sell all the berries they possibly can from this time until the middle of August. Already quite large quantities of this fruit have been sold in town, but next week the work will begin in real earnest. Last year the season for gathering huckleberries continued from the last week in June till the second or third week in August, and hundreds of bushels were shipped from Carbondale to various points. The price per quart then varied from five to seven cents, according to the demand. The 'huckleberry brigade' have been anticipating a large crop, and have also been on the alert for the first ripe berries. Men and women, as well as boys and girls of all ages and sizes, will assist in gathering the fruit; and some families will have as many as half a dozen pickers in the field at once. Messrs. J. R. Shepherd & Co., who were the only legitimate shippers from this city last year, will again enter largely into the purchase and shipment of berries. They have rented the room in Ad Durfee's building where they will receive and ship huckleberries from this time till the close of the berry season. The price to be paid per quart has not yet been decided on. The greater portion of the fruit will go to Binghamton which last year absorbed the crop gathered from this section. This temporary industry will be the means of bringing several hundred dollars of money into this community which would not otherwise find its way into it but for the fine huckleberry crop; and to our working people it will come as a godsend at this time." (Carbondale Leader, July 7, 1877, p. 3)

As many as one hundred bushels of huckleberries a day were received and shipped from Carbondale by Messrs. J. R. Shepherd & Co. during the 1877 huckleberry season:

"Messrs. J. R. Shepherd & Co. are shipping large quantities of huckleberries to Buffalo, Rochester, Syracuse, Auburn, Elmira, Owego, Binghamton, and other towns in New York. They have bought as many as one hundred bushels a day on some days, and often from fifty to sixty bushels per day." (*Carbondale Leader*, August 4, 1877, p. 3)

The laboring people of Carbondale were paid not less than \$3,800 for huckleberries during the 1877 season:

"The huckleberry statistics which we publish this week cannot fail to be of interest to the average local reader. Probably not less than \$3,800 have been disbursed among the laboring people of this city for huckleberries alone, nearly every poor family, the members of which were able to work, having received a portion of it." (*Carbondale Leader*, August 25, 1877, p. 3)

In 1877, four times more huckleberries were shipped from Carbondale than in any previous season. These berries were picked, we learn from an article published in the *Carbondale Leader* on August 25, 1877, "all along the huckleberry ridge from here to Archbald." The season commenced July 6 and ended August 21.

This especially large crop of huckleberries was a god-send to the pickers of those berries: "The large crop and the continuously brisk demand were a god-send to our poor but industrious citizens who have earned many an honest dollar which they could not have earned had it not been for the berry crop [emphasis added]."

An article titled "HUCKLEBERRY STATISTICS THAT BEAT ALL PREVIOUS STATEMENTS" was published in the *Carbondale Leader* of August 25, 1877. From that article we learn that:

- In 1877, Messrs. J. R. Shepherd &Co. received and shipped 42,036 quarts, or 1,313 bushels, and 20 quarts, paying for the same \$2,299.27. These huckleberries were shipped by the D&H and sold in Buffalo, Rochester, Syracuse, Elmira, Owego, Binghamton, Susquehanna, and other places in New York.
- The shipments by the United States Express Company, the D. & L. Express Company, and the D. L. & W. Co. are equally astonishing: "The United States Express Co. received and shipped, from July 6 to August 6, 35,515 quarts or 1,109 bushels and 27 quarts, and, had there been no trouble on the railroads west, the shipments would have been at least 200 bushels more. This is 6,577 quarts more than the D. & L. Express Co. shipped during the same period. The total amount of berries shipped by the U. S. Co. for the berry season, commencing July 6 and ending August 21, is 46,316 quarts, or 1,447 bushels and 12 quarts. / From July 6 to August 6 the D. L. & W. Co. shipped 28,938—904 bushels—or 13,106 quarts—409 bushels—less than Shepherd & Co.'s shipments for the season."

Here is that wonderfully informative article from the August 25, 1877 issue of the *Carbondale Leader*:

"HUCKLEBERRY STATISTICS THAT BEAT ALL PREVIOUS STATEMENTS. / This season has been the most prolific one for huckleberries of any ever known in this section; that is to say, there has been a greater quantity shipped from here than was ever shipped before. Perhaps we should not exaggerate much if we were to say that four times as many have been sent to market from Carbondale this year as in any previous season. There has been a demand, ever since the season opened the first week of July, for all the berries that could be gathered here. The season lasted seven weeks, and during that time our pickers have been industriously active. They have gathered the crop all along the huckleberry ridge from here to Archbald, many berries, during the latter part of the season, having been brought by the pickers on foot six or eight miles to this market. The large crop and the continuously brisk demand were a god-send to our poor but industrious citizens who have earned many an honest dollar which they could not have earned had it not been for the berry crop. Last year Messrs. J. R. Shepherd & Co. shipped 13,728 quarts, for which they paid \$823, an average of about six cents per quart. This season they have shipped the enormous quantity of 42,036 quarts, or 1,313 bushels, and 20 quarts, paying for the same \$2,299.27, or an average of nearly 5 ½ cents per quart. These berries were shipped to Buffalo, Rochester, Syracuse, Elmira, Owego, Binghamton, Susquehanna, and other places in New York. The detention of trains on the different railroads caused by the strike made transportation so uncertain that, for at least one week during the best part of the season, they did not ship one-half the berries they would otherwise have shipped in that time. The season commenced July 6 and ended August 21. They also sold during that time considerable quantities to townspeople for the same price that they paid. / The United States Express Co. received and shipped, from July 6 to August 6, 35,515 quarts or 1,109 bushels and 27 quarts, and, had there been no trouble on the railroads west, the shipments would have been at least 200 bushels more. This is 6,577 quarts more than the D. & L. Express Co. shipped during the same period. The total amount of berries shipped by the U.S. Co. for the berry season, commencing July 6 and ending August 21, is 46,316 quarts, or 1,447 bushels and 12 quarts. / From July 6 to August 6 the D. L. & W. Co. shipped 28,938—904 bushels—or 13,106 quarts—409 bushels—less than Shepherd & Co.'s shipments for the season." (Carbondale Leader, August 25, 1877, p. 3)

The 1878 huckleberry crop was considered "nearly a failure". Nevertheless, nearly two thousand bushels (64 thousand quarts) were shipped from Carbondale that year. The money received from the sale of those berries, we read in the *Carbondale Leader* of August 10, 1878, "was distributed among hundreds of families, where it could not fail to prove a blessing. Many families earned on an average from \$1.75 to \$2.50 per day through the season." Here is that article from the *Carbondale Leader*:

"Huckleberries. / Notwithstanding the fact that the huckleberry crop has been considered nearly a failure this year, the enterprising firm of Packer & Munger, have shipped to various parties, about one thousand bushels of berries. Some one or two other parties, who entered the field later in the season have shipped about the same amount, making in all nearly two thousand bushels, or

sixty-four thousand quarts, which at eight cents per quart, (the average price paid) would amount to the snug sum of \$5120, which amount has been distributed among hundreds of families, where it could not fail to prove a blessing. Many families earned on an average from \$1.75 to \$2.50 per day through the season." (*Carbondale Leader*, August 10, 1878, p. 3)

In mid-July 1880, from two to four thousand quarts of whortleberries were shipped from Carbondale daily.

"The whortleberry [another name for huckleberries] business has been increasingly lively this week, shipments from 2,000 to 4,000 quarts daily. Some of the buyers are the liveliest men in town." (*Carbondale Advance*, July 17, 1880, p. 3)

On July 29, 1881, Mrs. Harry Van Vorst, nee Josephine Sisson, was struck and killed by lightning as she and her husband and Mr. Williams were returning to town from picking huckleberries on the mountain above Carbondale. In the *Carbondale Leader*, August 5, 1881, p. 4), we read:

"DEATH BY LIGHTNING. / The most violent thunder storm known in Carbondale for many years occurred on last Friday afternoon. For more than half an hour the rain poured down in torrents, and the crashing of the thunder and flashing of the lightning was fearful in the extreme. From appearances two heavy storms met just over the town, and this would account for the great volume and severity. Considerable damage was done by the flooding of the lower parts of the town; some of the streets and gutters were badly washed out, and cellars filled. The most destructive effects were, however, occasioned by the lightning. As a party of huckleberry pickers, including Mr. and Mrs. Harry Van Vorst, and a Mr. Williams, were approaching the town, just on the brow of the mountain, the fluid struck in that place, instantly killing Mrs. Van Vorst, and prostrating her husband and Mr. Williams, by the violent shock. Van Vorst was a little ahead of his wife, and Mr. Williams a few feet in the rear. On recovering himself, Van Vorst discovered that his wife was dead, though he made an effort to resuscitate her by bathing her face and neck with water. He then took her lifeless body in his arms and had carried it a few rods when he was overtaken by a man with a team, who kindly carried the corpse to his home. The news of the occurrence soon reached town, and caused a great sensation. Though but little known, the family living in a remote part of the city, the sympathies of people were excited, and the kindest attentions were shown to the afflicted family. The funeral occurred on Sunday afternoon, from the Presbyterian church and was largely attended. An appropriate sermon was preached by Rev. E. D. Bryan. / The deceased was formerly Josephine Sisson, and her parents and relatives reside in Greenfield. She leaves two interesting children, a girl about six and a boy four years of age." (Carbondale Leader, August 5, 1881, p. 4)

In early August 1881, about nine thousand eight hundred quarts of huckleberries were shipped from Carbondale daily.

"The Huckleberry Trade. / Messrs O'Hearn and Lynady are shipping about 5,000 quarts daily; Messrs. Hughes & McDonough about 1800 daily; L. C. Hathaway about 3000 daily." (Carbondale Advance, August 6, 1881, p. 3)

By mid-August 1881, shipments to market of huckleberries by shippers in the Lackawanna Valley—other than those by shippers from Carbondale—totaled more than six thousand bushels, valued at more than \$12,000:

"The Huckleberry Trade. / We have spoken in our columns of the magnitude of the Huckleberry Trade, and given the names, and to some extent the business done weekly, of the parties engaged in it. We are now informed that the quantity shipped from this point in the aggregate to the close of last week by the Del. Lack. & Western express has been 2194 bushels, netting to dealers here \$4213. The quantity shipped by Adams' Express, North to the Erie has been about the same as by the D. L. & W. Express. Again, about the same quantity has been shipped from the three towns combined of Jermyn, Archbald and Peckville. It is safe to assume, probably that the net results of the trade to Northern Lackawanna has exceeded \$12,000." (Carbondale Advance, August 20, 1881, p. 3)

In 1882, shipment of huckleberries to market from Carbondale began in the third week of July, when Messrs. O'Hearn & Lynady and L. C. Hathaway shipped about 100 bushels:

"The Huckleberry Trade / Messrs. O'Hearn & Lynady, and L. C. Hathaway have commenced the shipment of berries this week, and have each bought and shipped about 1500 quarts—aggregating for the two not quite 100 bushels. In the height of the season the shipments will probably reach that per day." (*Carbondale Advance*, July 22, 1882, p. 3)

Rev. George W. Baker discovered upon the mountain above Carbondale whortleberry bushes that bear ripe whortleberries that are nearly white. Those white berries resembled the common whortleberry in shape and size, and the flavor was said to be agreeable:

"White Whortleberries. / Rev. George W. Baker has left upon our table specimens of a new variety of whortleberries, picked upon the mountain, that are in color nearly white. He says he has noticed them and watched them for years, and that their quantity seems to be increasing. They resemble the common whortleberry in shape and size, and the flavor is agreeable." (Carbondale Advance, August 5, 1882, p.3)

Forest fires burned over much of No. 4 mountain in the spring of 1883, making it very likely that huckleberries there would be scarce during the summer:

"The forest fires have burned over the greater part of No. 4 mountain this spring, and huckleberries will be scarce." (*Carbondale Leader*, May 25, 1883, p.3)

On July 24, 1884, a berry picker was struck by a train under the highworks in Carbondale and had one of her legs cut off.

"Mrs. George Cuff, a berry picker, who lives on Shanty Hill, was knocked down by the cars as she was walking along the track under the highworks yesterday afternoon, and had one of her legs cut off. She was taken to her home in one of the company's wagons." (*Carbondale Leader*, July 25, 1884, p. 2)

With the majority of locally-picked huckleberries being shipped out of town, huckleberries for home consumption, the *Carbondale Leader* noted on August 1, 1884, were scarce:

"Shipping such quantities of huckleberries to points abroad, seriously interferes with the supply for home consumption. Very few berries are now offered for sale on the streets or at private houses." (*Carbondale Leader*, August 1, 1884, p. 4)

From the biographical portrait of Frank L. Spafford that was published in the February 15, 1928 issue of *The Delaware and Hudson Company Bulletin*, we learn that huckleberry pickers frequently were "non-revenue passengers" on the coal cars on the Gravity Railroad:

On January 1, 1885, Frank L. Spafford, 12 Dickson Place, Carbondale, began working on the Gravity railroad. "The days that followed he never will forget. Hardships of winter were tempered by the gaiety of summer travel. The gravity road made Farview, noted for its wonderful view, a mecca for picnic parties and excursion trains loaded to capacity with a human cargo, carefree and happy, were run almost daily during the summer season. It was a gay life, indeed, even for railroad folk. Non-revenue passengers, berry pickers for the greater part, 'patronized' the coal trains in great numbers, meanwhile, and it was not an uncommon sight to see women, singly or in pairs, standing on the bumpers of the little cars as they rolled across some level." (Biographical portrait of Frank L. Spafford ("Gravity Life One Big Thrill") that was published on pp. 51-52 of the February 15, 1928 issue of *The Delaware and Hudson Company Bulletin*

In July 1887, Mrs. Mary Nealon of Archbald, in returning home from huckleberrying near Jermyn, stepped in front of Conductor Robbins' train and was killed.

"Mrs. Mary Nealon, of Archbald, was fatally injured by the cars at Jermyn on Tuesday. She had been huckleberrying near Jermyn, and in returning home about four o'clock, was walking along the track. When near the Jermyn station in order to pass a train that was standing there she stepped from the down to the up track just as Conductor Robbins' train came along. The engine struck her, and she was so badly injured as to cause her death in a few hours. She was about sixty years of age, a widow, and leaves several grown up children." (*The Journal*, July 14, 1887, p. 3)

During the huckleberry season in 1892, there were very few huckleberry pickers on the mountain above Carbondale, even though there were plenty of berries. One of the Carbondale shippers, J. O'Hearn, told the *Carbondale Leader* that "The [huckleberry] business has be ruined by the Hungarian and Polish berrypickers who do their work so cheaply in other parts of the coal regions that we cannot successfully compete for the market."

Small Huckleberry Crop. / The huckleberry season is now ended and the sight of a berry picker on the mountain side is a rare one. The season has not been a good one. A few years ago enormous quantities of the little blue berries were shipped from this point to the centres of trade, but the shipments this summer have been but a few thousand baskets. The 'harvest is great, but the laborers are few.' There are plenty of berries but they wither and rot on the hillsides because there are not enough who are willing to pick them at the price which can be paid. / J. O'Hearn handled practically all the berries that went from this vicinity to the markets this year. When asked why he had not shipped a greater quantity he said: 'We couldn't get them. The business has been ruined by the Hungarian and Polish berrypickers who do their work so cheaply in other parts of the coal regions that we cannot successfully compete for the market. The foreigner takes his whole family on the mountain when there is an idle day in the mines and gladly accept five cents a quart for the product of their labor. The American picker around here won't work for such figures, and all we can pay is the market price if we hope to see our goods in competition with the dealers of the Schuylkill region." (Carbondale Leader, September 7, 1892, p. 4)

Photograph, dated July 3, 1906, of "Berry Pickers at Panther Bluffs" published in March 15, 1962 edition, p. 7, of *Carbondale News*. This photograph in the *News* was made by Wade E. Taylor from a glass plate negative in his collection. In the photograph, three women, wearing long dresses and babushkas, are shown carrying huckleberries on their backs as they walk beside the tracks in the Panther Bluffs area.



Huckleberry pickers that resembled these three women (shown above) were a common sight in Simpson as late as the 1950s, when the author attended high school there. Such berry pickers would also sometimes carry baskets of berries on top of their heads.

There are very few huckleberry pickers on the Moosic Mountain at present.

The huckleberry crop on the Moosic Mountain, then, as we have shown above, saved the day for many out-of-work and/or unemployed miners and railroaders in the upper Lackawanna Valley during the troubled times of the 1870s by providing them with a source of income which made it possible for them to maintain the high quality of their lives.

Other Specialty Food Trains

In addition to these D&H and Erie "huckleberry trains" from Carbondale during the 1870s and 1880s, two other specialty food trains that came into or passed through the Lackawanna Valley in the late nineteenth century can be named.

The first are the D. L. & W. strawberry trains that originated at Oswego in upstate New York in June and passed through Scranton on their way to New York City:

"THE STRAWBERRY TRAINS. / An interesting feature of the traffic on the Delaware, Lackawanna and Western Railroad just now, is the strawberry train that runs nightly from Oswego to New York at express speed, laden with the luscious foundations of shortcake for the gourmands of Gotham. Last night about eleven o'clock the 'Strawberry Train' of five large cars packed with fruit passed through this city [Scranton]. The train generally reaches New York in time for the early morning markets, which are adorned with the berries plucked in the extensive beds of Oswego the evening previous.—Scranton Republican." (Carbondale Leader, June 26, 1880, p. 3)

Strawberries of extraordinary size, it should be noted, were known to have been grown in Carbondale as early as 1859. In the *Carbondale Advance* of June 25, 1859, we read:

"Strawberries. / This most delicious of fruits is this season not only very plentiful, but remarkable in size. Our neighboring contemporaries speak of specimens of extraordinary size received by them measuring *four* inches in circumference, and others measuring *four and a half* inches. But Carbondale beats event that. / We received on Monday some specimens from the garden of MAURICE WURTS, Esq., of this city, exceeding *four and a half* inches in circumference, and on Thursday, by THOMAS LATHROPE, a fine basket from the garden of D. N. LATHROPE, Esq., at his Cottage residence, two miles below town, the largest of which measured *four and three-fourths inches*, exceeding all yet reported in Northern Pennsylvania. / We have also received from Mrs. L. BARBER a pail of very superior ones, raised in their garden. The size was very uniform and very large and flavor excellent—none quite equaling in size the largest before mentioned." (*Carbondale Advance*, June 25, 1859, p. 3)

The second of the food-specialty trains in the Lackawanna and Wyoming Valleys in the nineteenth century were the oyster trains on the Jersey Central. These trains originated at Long Branch and arrived at Scranton daily, about noon.

"The Jersey Central is now running an oyster train between Long Branch and Scranton. No schedule has yet been made for it, but it will find a place on the fall and winter arrangement which will soon be out. The train arrives at Scranton about noon each day." (*Carbondale Leader*, October 5, 1892, p. 2)

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Tennis

The quality of life of majority of the members of the upper levels of the social order in Carbondale in the 1880s and 1890s, with abundant leisure time at their disposal, was excellent. Many of the members of upper levels of the social order at the time were enthusiastic tennis players. Shown below, from the Gritman Collection, is a photograph of the Carbondale Tennis Club:



Carbondale Tennis Club. Photograph by the Carbondale photographer, Pierce, in the Gritman Collection of the Carbondale Historical Society. Left to right. Standing: Lillie Baker, Ann MacMillan, Will Lathrope, Lizzie Orchard, Frank Burr. Middle row: Charley Orchard, unidentified, Will Gritman, Nettie MacMillan, Nick Moon. Lower row: Dr. Meaker, Hattie Pascoe, Fannie Raynor, Mrs. Hoyt.

On September 19, 1889, the first tournament of the Carbondale Tennis Club took place on the grounds of the Carbondale Tennis Club. The morning was devoted to singles at the Carbondale Tennis Club; the afternoon games to take place on the three courts at Farview Park. The following account of the morning games was published in the *Carbondale Leader* of September 19, 1889, p. 4), as follows:

"THE TENNIS TOURNAMENT. / Carbondale Champions are Ahead Thus Far in the Singles. / The grounds of the Carbondale Tennis Club presented a lively appearance this morning at the opening of the first annual tournament of the club. There was a large attendance of lovers of the game, the players and many of the spectators wearing the gay colors usually donned by the tennis players. The morning was rather chilly for the onlookers, but splendid for the contestants and the bracing air put life into the players and the result was several remarkably stiff games abounding in brilliant plays which were liberally applauded. / Outside the grounds a score or so of spectators watched the progress of the games stolidly, but as tennis is a decidedly tame affair for those who have never swung a racket, their indifference was not to be wondered at. Honesdale was represented by Messrs. Torrey and Bentley, Blakely by Messrs. David and Williams, Carbondale by Messrs. Moon, Manville, Orchard, Mills, Bolton and Harrison, and Messrs. Hull and Sanderson are expected to uphold the prowess of Scranton. A committee of the lady members of the local club served hot coffee and sandwiches to the players. / The morning was devoted to singles, the first game being contested by Torrey and Mills, and won by Torrey in two straight sets. Scores 6-1 and 6-1. / Bolton and Moon then tried conclusions, Moon having no trouble in taking two consecutive sets. Scores, 6-1 and 6-2. / David and Bentley played an interesting match in which the Honesdale man proved his superiority by taking the first two sets by the scores of 6-3 and 7-5. / Manville vanquished Williams without much trouble in the first set, 6-3, but the second was a long drawn battle, stubbornly contested by Williams, who finally went down, 8 to 6. / Then came the battle royal of the morning, Moon against Torrey. Both of these men are skillful payers and the fight was hot and heavy with occasional brilliant serves and returns that were cheered. The first set was taken by Moon, 6-3, and the Carbondale contingent settled down in the belief that he was to have no trouble with his foe. Torrey gave this confidence a very rude shaking up by bracing up and corralling the next set by the score 8-6, and necessitating a third trial. Torrey's victory gave him nerve and he started in with a vigorous game. The first four of the set went to him and he was looked on as a sure winner. But with the score 4-0 against him, Moon roused himself and played for business. He put up a steady, even game and by superior staying powers wore Torrey out and by taking the next six straight games won the set, 6-4. His up-hill work was remarkable and as he piled up game after game he was liberally applauded. / This ended the morning games. The tournament was to have been continued at Farview this afternoon on the three courts [emphasis added], but the showers which came unexpectedly may prevent that." (Carbondale Leader, September 19, 1889, p. 4)

On Thursday, September 1, 1892, the fourth annual tournament of the Carbondale Tennis Club took place at Farview Park. In the article given below from the *Carbondale Leader*, August 31, 1892, p. 4, the tournament was described as "the most successful set of matches ever played in northeastern Pennsylvania."

"MANY FINE PLAYERS / Entered for the Tournament of the Carbondale Tennis Club. / Tomorrow, weather permitting, will begin the fourth annual tournament of the Carbondale Tennis club at Farview. It will be the most successful set of matches ever played in northeastern Pennsylvania [emphasis added], for the entries are from a wider territory than ever before gathered together at any similar meet, and the championships will not only be correspondingly greater honors but will give the winners prizes valued at over one hundred dollars. / There are entered for the tournament the following: Charles Allen, the champion of Bucknell university, who represents the Scranton Field club; E. S. Sanderson, of Cornell university, a resident of Scranton; E. F. Torrey, Jr., of Brooklyn, who last year won the first prize at the tournament of the King's County Athletic club; Thomas Trask, champion of Amherst college; A. P. Thompson, of Cornell university, and George Weston, who will represent the Honesdale club; R. E. Sands, L. M. Atkinson and H. J. Atkinson, of Hawley; Charles N. Loveland, Wilkes-Barre's strongest player; W. V. Johnson, who is said to be one of the best of Princeton college's players; J. H. Brooks, A. E. Hunt, James Blair and A. G. Hunt representing the Scranton Lawn club; and H. Torrance, Jr., N. L. Moon, Charles Orchard and Max Lathrope representing the Carbondale club. / The outcome of the matches this year cannot be even guessed. Many of the players are entire strangers to each other and to their playing abilities, but it is known that some of the contestants wield a fine racquet and that those who see the games will witness the finest tennis ever 'put up' hereabouts. / The drawing of players for the preliminary matches tomorrow took place this afternoon, and in the first matches the following named gentlemen will be pitted against each other in singles: R. E. Sands, of Hawley against A. P. Thompson of Honesdale; H. J. Atkinson of Hawley against N. L. Moon, of Carbondale; W. V. Johnson of Princeton against C. Orchard of Carbondale; H. Torrance Jr., against C. Allen of Scranton; E. S. Sanderson against L. M. Atkinson of Hawley; Thomas Trask of Scranton against E. F. Torrey of Brooklyn. C. N. Loveland of Wilkes-Barre and George Weston of Honesdale drew 'byes,' which means that they will play winners of the preliminaries. / In the doubles Brooks and Hunt will play Torrey and Thompson; Blair and Hunt, will play Moon and Torrance; Sanderson and Trask, and Orchard and Max Lathrope drew 'byes.' / The play will begin early in the afternoon and there will be many spectators from nearly all the towns in this section which have tennis clubs." (Carbondale Leader, August 31, 1892, p. 4)

The sixth annual tennis tournament opened on Friday, August 17, 1894 at Farview Park, at 11 A. M. The winner of the tournament to be awarded a championship cup that was sponsored by the Delaware & Hudson Railroad. On a newspaper clipping dated Friday, August 17, 1894, in one of the Gritman scrapbooks, the drawings for the tournament on Friday the 17th were announced, as follows:

"SIXTH ANNUAL TOURNEY / Friday, August 17, 1894 / TENNIS AT FARVIEW. / Last Night's Drawings for Today's Play at the Nets. / The drawings for today's tennis tournament took place last night and resulted as follows: Singles, lieutenant R. P. Davies, captain; W. L. Fisk, F. C. Fuller, and L. Sadler, byes; N. L. Moon and M. D. Lathrop preliminary round; N. R. Johnson, C. Orchard an W. J. Sadler, byes. In the doubles Davies and Fisk, and Johnson and Fuller drew byes. The Sadler brothers play Torrance and Moon in the preliminary round. Orchard and Lathrop drew a bye. / Captain Fish and lieutenant Davies arrived in the city last evening as did Henry Torrance Jr., holder of the championship cup. The members of the club with a large number of friends left for Farview [via the Gravity Railroad] at 11 a.m. Refreshments were served on the grounds and the play was begun at one o'clock." (Clipping in Gritman scrapbook)

Here are two newspaper articles, from one of the Gritman scrapbooks, about the sixth annual tennis tournament at Farview Park on Friday, August 17, 1894, and Saturday, August 18, 1894. From the first of these two articles, we learn the names of the winners in this tournament, as follows:

"TENNIS EXPERTS CONTEST FOR HONORS AT FARVIEW PARK. / WEST POINT MEN NOT IN IT. / Scranton Men Carry Off the Honors of the Day—Johnson and Fuller Defeat Davis and Fisk-Johnson Will Battle With Torrance, the Cup Defender. / Conditions were reversed at Farview yesterday. Instead of blue coats and brass buttons there were duck trousers and tennis rackets. The day was bright and pleasant although a chill west wind was blowing. The beginning of the sixth annual tournament of the Carbondale tennis club saw a more meagre attendance than usual and a list of entries for the different events that was scarcely as extensive as on former occasions. But those who were present were treated to some excellent exhibitions of tennis playing. Many of the familiar faces of the Scranton lovers of the game were missing. / Much of the interest in yesterday's game centered in the playing of the West Point contestants captain Fisk, and lieutenant Davis, U.S.A. These gentlemen in both singles and doubles played with a skill and grace that brought many compliments and it was the general opinion for some time that they would be among the contestants in the final matches. However the Scranton contingent put up such a strong game that all other players against whom they were pitted went down before them—with the result that first and second prizes in singles went to that city. / After lunch had been served by the ladies of the club the matches were commenced and the excitement was intense at times till five o'clock. The tournament opened with preliminary singles between Moon and M. D. Lathrope, won by Moon--6-1, 2-6, 6-1. Lieutenant R. P. Davies, of West Point, defeated Orchard, 6-1, 6-1, 6-1. Wilbur F. Sadler and Louis Sadler had both entered the tournament, but on account of absence from the city their events went by default. W. F. Sadler defaulted to captain W. L. Fisk, of West Point, and L. Sadler to Fuller, of Scranton. / In the doubles, after a very hard and well played game, Johnson and Fuller defeated Davis and Fisk, 6-5, 2-6, 6-3. The Sadler brothers defaulted to Torrance and

Moon, what later defeated Orchard and Lathrop, 6-1, 6-1. / In the singles semi-finals, Davis and Fuller played a most exciting game, several of the plays being almost phenomenal. Davis at first seemed to have the best of it, but by hard and steady playing Fuller won by a score of 5-6, 6-5, 6-4. Johnson in singles also defeated Moon 6-0, 6-4, and in the semi-finals defeated Fisk 6-2, 6-0. / Fuller defaulted to Johnson thus giving the latter first prize in singles while Fuller will receive the second. As the winner of the tournament Johnson this afternoon meets Torrance in the match for the Delaware & Hudson championship cup. The finals in doubles between Johnson and Fuller of Scranton and Torrance and Moon of this city will be decided."

From the second of these two newspaper clippings, dated Saturday, August 18, 1894, we learn that all the big winners in the Carbondale tennis competitions in 1894 were from Scranton, and that N. R. Johnson, having won the Delaware & Hudson Challenge Cup in 1892, won it for the second time in 1894. Here is that second article:

"SCOOPED BY SCRANTON. /DOWN THE VALLEY PLAYERS TAKE ALL THE PRIZES / IN TENNIS AT FARVIEW. / Johnson and Fuller Defeat Torrance and Moon in the Final Doubles and Johnson Again Takes the D&H Challenge Cup—Notes of the Day. / Carbondale received a crushing defeat at Farview yesterday, the county seat players taking all the prizes in the sixth annual tournament of the local tennis club. Last year the honors fell to this city but in the present case Scranton has covered herself with glory. / The day was an ideal one and the interest in the matches drew out a goodly attendance. Play was commenced shortly after two o'clock and although continued almost uninterruptedly the matches were not finished till 6:30. The results were as follows: / Final doubles—Johnson-Fuller vs. Torrance-Moon, 2-6, 3-6, 9-7, 6-3, 6-1. /Challenge cup—Johnson vs. Torrance 7-5, 6-2, 4-6, 6-1. / The third set of doubles was very exciting as the score shows. With two sets possessed by the Carbondalians the Scranton men only secured a foot-hold toward victory by capturing the third set. 'vantage 9-7. The fourth set was well contested, but the final was won easily. / The contests throughout were exciting and admirably played. In each instance Carbondale took the lead but was unable to hold it. This is partly owing to lack of practice this year on the part of the local players. The Delaware & Hudson challenge cup goes to Scranton for the second time, Johnson having won it in '92. Should he succeed in retaining it next year the cup becomes his individual property. / Captain Fish and Lieut. Davis, U.S.A. of West Point who entered the tournament were greatly pleased with the reception they received in this city. Lieut. Davis who is a professor of chemistry at West Point Military academy said in leaving this morning that one of the new instructors at that institution was an expert tennis player and that they would enter our tournament again next year." (Clipping in Gritman scrapbook)

In the following month, September 1894, in the four-day long Scranton Lawn Club tennis tournament, Carbondale and Scranton split even the wins, with Torrance, from Carbondale, winning a brilliant victory in the singles over Johnson, Scranton's crack player. Johnson and Fuller, from Scranton, won first place in the doubles, over Torrance and Moon. In the account of this tournament that was published in the *Carbondale Leader*, we read: "The Carbondale players were handicapped by the arrangement of the courts to which they were unused. On one the western sun blinded them on one side, and on the other court they had to face the glare from a brightly painted building which served as a reflector to the sun." Here, from one of the Gritman scrapbooks, is the account of the play and the winners at the September 1894 Scranton Lawn Club Tournament:

"TORRANCE THE WINNER / HE TAKES FIRST PRIZE IN THE SCRANTON TOURNEY. PLAYED BRILLIANT TENNIS. / Johnson, Scranton's Crack Player, Defeated in Two Straight Sets—Torrance and Moon Lose the First Prize in Doubles—The Scores. / Carbondale and Scranton split even in the tennis tournament of the Scranton Lawn club which terminated yesterday afternoon on the Scranton grounds. Torrance and Moon, of this city, lost the first prize in doubles, but Torrance won a signal and brilliant victory over Johnson, Scranton's crack player and took the first prize in singles. / The matches yesterday which were the last of the four days' play, were watched with keen interest by a large crowd of spectators among whom were a number from Carbondale. When the match between Torrance and Fuller the semi-finals, the winner to play Fuller, the runner-up for the championship, there was intense excitement. It has been declared in today's Scranton papers that Johnson was not well, but those who watched his fine play during the tournament failed to see any evidences of poor health or weakness. Another excuse offered by a public-spirited Scranton paper is that he broke 'his racquet,' an absurd explanation, for Johnson has any number of good racquets and can play his game with any of them. / The fact of the matter is that Torrance played a remarkable brilliant game. Though he had not played hard during four days he was in the pink of condition, and the endurance and skill he displayed yesterday deserved more generous applause than he got from the spectators who rather boisterously 'rooted' for their favorite and failed to give just praise to the Carbondale player's many brilliant strokes. / The first set was anybody's match to the end, but Torrance won it finally by steady play. The second set proved a walkaway for Carbondale's crack [player]. At one time the score stood 4 to Johnson's 0; at another time 5 to Johnson's 2; Johnson won the next game but Torrance by a series of fine plays clinched his victory with the sixth and deciding game. / Having defeated Johnson, the prize for singles was a foregone conclusion, for Fuller who was to play Torrance is not at all in the latter's class, and the result of the match demonstrated that fact. It proved the easiest kind of a victory for the Carbondale man, who completely outclassed his opponent. / The summaries are as follows: / SINGLES. / Semifinals—Torrance-Johnson--7-5, 6-3; F. Fuller-Blair--6-4, 6-2. / Final—Torrance-F. Fuller--6-1, 6-2, 6-1. / DOUBLES. / Finals—Johnson and Fuller—Torrance and Moon--6-1, 6-2, 6-3. / The Carbondale players were handicapped by the arrangement of the courts to which they were

unused. On one the western sun blinded them on one side, and on the other court they had to face the glare from a brightly painted building which served as a reflector to the sun. / The result of this tournament is the same as two years ago when Carbondale lost at Farview and won later at Scranton." (Gritman scrapbook)

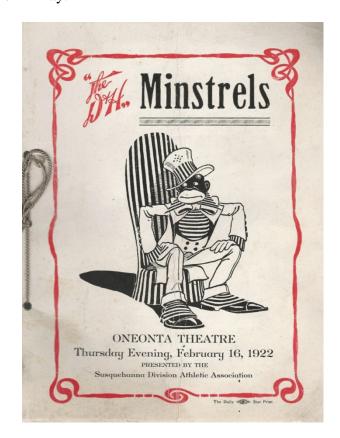
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Minstrel Shows

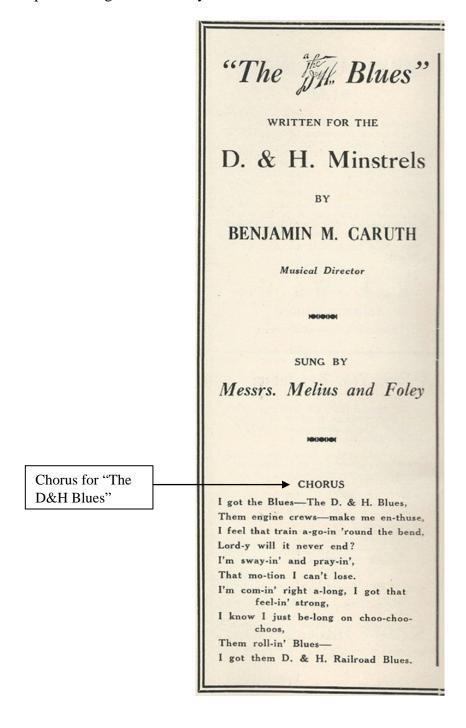
Another theater group formed by D&H employees in their leisure time: the D&H Minstrels.

The minstrel show, or minstrelsy, was an American form of entertainment that was developed in the early nineteenth century. Minstrel shows emerged as brief burlesques and comic entr'actes in the early 1830s and were developed into full-fledged form in the next decade. By 1848, blackface minstrel shows were the national art form, translating formal art such as opera into popular terms for a general audience. Each show consisted of comic skits, variety acts, dancing, and music performances. The shows were performed by Caucasians in make-up or blackface for the purpose of playing the role of black people. There were also some African-American performers and all-black minstrel groups that formed and toured under the direction of white people.

There was a minstrel group known as the D&H Minstrels. Shown below is a flyer for The D&H Minstrels, who gave a performance at the Oneonta Theater on Thursday evening, February 16, 1922. The performance was presented by the Susquehanna Division Athletic Association. Our thanks to John V. Buberniak for bringing to our attention this flyer on November 20, 2015, when it was offered for sale on E-Bay.



At that performance, the D&H Minstrels performed "The D&H Blues", which was written for the D. & H. Minstrels by Benjamin M. Caruth, Musical Director. The chorus for this remarkable composition is given on the flyer below:



Here is the reverse of the flyer shown on the preceding page:

The Ha

1823---Ninety-nine Years of Service---1922

N 1823 the Legislature of New York passed an Act incorporating the President, Managers and Company of The Delaware and Hudson Canal Company and promptly a canal connecting the rivers Delaware and Hudson was begun. This ancient water-way was constructed for the purpose of transporting coal from the Company's mines the magnitude of the undertaking was great. Its estimated cost

was \$1,000,000 and no individual or corporation had ever entered into one requiring so much capital, deliberation and good management to assure its success as did this.

But little is left of the old canal upon which commerce once throbbed, but the fact remains that this old Delaware and Hudson Canal gave birth in America to the railroad—that sturdy young adversary which the canal throttled for a little time but which in time rose to the role of conqueror.

Somewhere over-seas a young man by the name of George Stephenson had built a steam-engine to haul cars upon rails. The brilliant young engineers of the old D. & H. turned to the locomotive as a means for hauling more tons of anthracite. On the eighth day of August, 1829, the first locomotive that ran upon a railroad on this continent puffed triumphantly over a stretch of Delaware and Hudson track from the Canal dock at Honesdale, Pa. Here and then the Canal gave birth to its own greatest adversary.

It's a long look from the "Stourbridge Lion" of 1829 to the present-day equipment of the Delaware and Hudson. To-day its great locomotives are as impressive for their power and speed as was the old "Lion" for its novelty.

The history of the Delaware and Hudson is an inspiring story of progress. It has played an important part in the development of the territory which it serves. Its excellent transportation facilities contribute largely to the success of the hundreds of industries along its rails, and whose products are marketed in all parts of the world.

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Croquet

Croquet was an upper-class leisure-time pursuit which was introduced into the United States around 1866. The ladies and gentlemen of the upper levels of society in the anthracite fields in the 1870s, during their abundant leisure time, frequently played croquet.



Croquet Scene, 1866, by Winslow Homer. This is one of five paintings that Homer did on this same subject. Painting in the Art Institute, Chicago.

In the Carbondale Advance of July 27, 1872, we read the following about croquet:

"Croquet. / This innocent game seems to be very popular in town just now. New sets are arriving, new grounds opening, and new clubs forming." (*Carbondale Advance*, July 27, 1872, p. 3)

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Bands

Civic and community bands were a regular feature of daily life in the anthracite coal fields in the nineteenth century, and such musical organizations enriched the fabric of life significantly.

Hetherbee's Band, with J. J. Hetherbee as leader, was organized in Carbondale in 1839.

In 1841, there was a Lackawanna Band in Carbondale in 1841. The following concert notice by that band was published in the *Carbondale Journal*, June 17, 1841, p. 3:

BY THE LACKAWANIKA BAND. The public are respectfully informed that a Concert of Instrumentai Music will be given by the Lackawanna Band on Friday, 25th inst., in the Methodist Episcopal Church, at ½ past 7 o'clock, P. M. The proceeds of the evening will be devoted to defraying the heavy expenses incurred by the members of the Band in procuring new and splendid instruments, and it is hoped that this appeal to the liberality of our citizens will not be made in vain. Tickets of Admission can be had at the Hotels of Charles D. Cox, J. Kilmore and John Coyle—and at the principal Stores in the place. Price 25 cents.

The Carbondale Cornet Band was established on August 1, 1870. In the *Carbondale Advance*, August 6, 1870, p. 3, we find the following notice:

Carbondale, June 17, 1841.

By order of Committee of Arrangements.

The following persons agreeably to appointment, met at Lackawanna Hall on Monday evening, August 1st., 1870, for the purpose of organizing a "Cornet Band." Thomas Orchard, James Vannan, Geo. F. Burrell, Thomas Haigh, James Penna, Wm. McCulloch, E. T. Rowley, Wm. M. Wilson, Henry J. Baker, John Orchard, Geo. D. Couch, W. L. Yarrington and J. W. Marcy. On motion Geo. F. Burrell was appointed Chairman, and J. W. Marcy, Sec. man stated the object of meeting. After some discussions in regard to procuring instruments, on motion. Geo. D. Couch and J. W. Marcy were appointed as a committee on correspondence, to ascertain what amount could be raised by sub scription from the citizens, for the purchase of instruments. Also to obtain "price lists." On motion adjourned to meet again on Monday evening, Aug., 8th, 1870, J. W. MARCY, Sec.

In 1873, Providence boasted two bands: the Providence Band (led by Peter Carroll) and the Welsh Band (led by Henry Richardson).

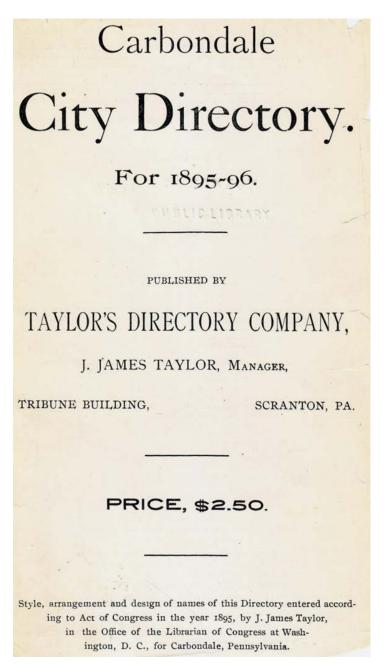
In 1877 Bauer's Band was organized. It was a superior organization and became known throughout the state. It was very active until the death of its well-known director, Robert J. Bauer, in1919.

The Mozart Band was organized in Carbondale, and Anton Roemmelmeyer played in the band, which performed regularly at the Lake Ladore amusement park. In the biographical portrait of Anton Roemmelmeyer titled ("Carbondale Gazed in Wonder When Electric Lights First Blazed in the D. & H. Locomotive Shop") that was published in *The Delaware and Hudson Railroad Corporation Bulletin*, February 1, 1934, pp. 19-20, 28, we read:

"One of Mr. Roemmelmeyer's favorite avocations was music and for many years, beginning in 1878, he played the clarinet and cornet in the Mozart Band of Carbondale, all the members of

which were 'Dutchmen' [i.e., Germans]. These musicians were constantly employed at Lake Ladore when excursions over the Gravity Railroad drew thousands of people to that picnickers' paradise each week from all parts of the east."

In the Carbondale City Directory For 1895-96, we find the following listings for "Bands":



MUSICAL ORGANIZATIONS.

Bands.

Columbus—Rooms over 96 Dundaff. Salvatore Tarlagolio, conductor.

Germania—Rooms over 36 N. Main. John J. Neueser, conductor.

Mozart—Rooms over 19 Salem av. George Ackerman, conductor.

Germania Singing Society—Organized 1886. Meets fourth Sunday of each month at hall, 36 N. Main. President, Michael Niesen; vice-president, Alfred Engel; secretary, August Niesen. treasurer, Jonathan Von Beck, trustees, Carl G. Schroeder, Peter Krantz.

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In R. L. Polk & Co.'s Carbondale Directory 1912, we find the following listings for "Bands and Orchestras" in Carbondale:

R. L. POLK & CO.'S CARBONDALE DIRECTORY 1912

BANDS AND ORCHESTRAS.

Lynott Band—51 S Main. Wm P Lynott, conductor. Lynott Orchestra—Burke Building. Wm P Lynott, conductor.

Firth's Orchestra, 90 Salem av. Hugh Firth, conductor. Mt Carmel Band—Hospital st. Guy Saporita, conductor.

Mozart Band—38 N Main. Frank Roemmelmeyer, director.

St Aloysius' Band—58 S Main.

Respect for the Dead: Memorial Day, Civil War Dead

In a social order in which there is respect for the dead, especially for those who died in the defense of the nation, the quality of life in that social order is excellent.

Participation in the American Civil War--and interest in the war--were strong in Carbondale.

In the *Bridge Line Historical Society Bulletin*, May 1997 (pp. 19, 28), in Graham Lobb's column, *Remembering the D&H*, his topic is "The Role of the D&H in the Civil War".

In that column, we read:

"After the war, many veterans returned to Hawley, Honesdale, Waymart, and rural Wayne and Pike in northeastern Pennsylvania. The D&H rehired many of them; those who had been wounded and lost arms or legs were given employment as lock-tenders. There, the company provided a house and land to raise vegetables and keep cows and chickens."

"The Honesdale Guards was an early militia company with members employed by the Canal or its Gravity Railroad. The company made up the 10th Division of the Pennsylvania Militia. Brigadier General Russel F. Lord, Superintendent and Chief Engineer of the D&H Canal, was the commanding officer. / Mr. Lord's participation insured direct support by the D&H Canal Company, which provided security for the region and state. When the Guards responded to Lincoln's initial call for 75,000 volunteers, following the assault on Fort Sumter, General Lord accompanied his troops by rail to Harrisburg. . . / The Guards became Company C of the 6th Pennsylvania Reserves. Another company was raised at nearby Hamlin. This group, the Salem Independents, joined the 3rd Reserves. From Camp Curtin, the 6th Pennsylvania Reserves went to Washington to participate I the defense following the initial Union defeat at Bull Run. They camped at Tenallytown, along Wisconsin Avenue in the District of Columbia. By December, these units were in action at Darnestown, Maryland. / In September of the following year, General Robert E. Lee's army crossed the Potomac River and marched into Maryland, en route to Pennsylvania. The rebels encountered a Union force at South Mountain; on the next day, September 17, there was another battle at Antietam, or Sharpsburg, along the C&O Canal. / Panic struck the North, especially in Harrisburg, where Governor Andrew Curtin telegraphed for volunteers throughout the State to form companies and proceed immediately to Harrisburg. The message was received at Honesdale by Charles Peterson, who had the new Morse telegraph equipment in the rear of his Main Street jewelry store. / Honesdale and Hawley, along with Waymart, quickly responded. Honesdale sent two A&C Fire Companies under Colonel Russel F. Lord. In Hawley, Lt. Lewis Fitch of the D&H Canal raised volunteers. Gravity workers at Waymart raised a company. / Following the bloody battle at Antietam, Lee retreated back across the Potomac, removing the threat to Pennsylvania. But the Honesdale, Hawley and Waymart volunteers actually reached Harrisburg; there, they were told to return on the train to Wayne

County. Crowds at Honesdale were on hand to welcome them back on September 22, 1862... In June 1863, General Lee decided to follow up his victory at Chancellorsville, where he lost one of his best leaders, Stonewall Jackson. Again Governor Curtin called on the state, but this time the response was much slower. On July 9, 1863, six days after the Battle of Gettysburg ended, the Honesdale volunteers reached Carlisle, PA. A company of sixty men returned home, but there is no documentation of a welcome. / It should be noted the D&H Canal Company gave \$5,000, to be distributed as bounty money, to those who volunteered to defend the state. Citizens of Honesdale also raised \$2,000. . . / On July 10, 1863, a company from the Invalid Corps appeared at Honesdale to enforce the draft laws. By now residents, especially those who had to enter the Union Army, had second thoughts. Draft riots ensued at nearby Hawley. The Canal and the Pennsylvania Coal Company were forced to close down for several days. / In the summer of the next year, the 3rd and the 6th Pennsylvania Reserves returned with their companies to Honesdale and Wayne County. As with many companies, some men had been killed or wounded, and some were missing or prisoners in Southern camps. The Soldier's Aid Society held a dinner for the returning soldiers. / The war ended April 9, 1865 at Appomattox. President Lincoln's tragic assassination occurred five days later. / As the veterans were mustered out at Camp Curtis, they returned home and were rehired by the D&H Canal. Some of the wounded were: 1st Sgt. William Muir, minus a leg; Captain William T. Lobb, with a wound received at Totopotomoy; Sgt. David Atkinson, wounded; Pvts. Ed Marshall and Joe Bachlon, former 3rd Reserves; James Vandermark; 1st Lt. Isaac Ball, Gravity Railroad Foreman; and 1st Sgt. J. T. R. Seagraves. / Epilogue Much of the D&H Canal Co. support for the Civil War was due to Russel F. Lord. In Reminiscences, by John Willard Johnston, an astute observer of life and men of the Canal, he wrote, 'For all of Lord's character flaws, his memory was well nigh perfect' on matters big and small. He also had a 'vast store of historical and factual matters.' Men like Russel F. Lord, and other officials and employees of the Delaware & Hudson Canal Company, contributed to the saving of Lincoln's Union. / In 1849, Lord married for the second time. His bride was Lizzie Scott, from Ohio, sister of the wife of Benjamin Harrison, President of the United States. By 1862, Mr. Lord developed health problems; his drinking did not help matters, according to Mr. Johnson. Lord died in 1867. / As an epitaph, Johnston said simply 'Russel F. Lord managed the D&H Canal during its successful years.' "

Respect for the Civil War dead was strong in the anthracite coal fields. In the *Carbondale Advance* of April 15, 1865, p. 2, the surrender of General Lee on April 9, 1865 at Appomattox Court House was announced in an article titled "UNION! VICTORY!"

On the same page of the *Carbondale Advance*, the description of the victory ceremonies in Carbondale is given. From that description, given below, we learn that the D&H participated in the victory celebrations that took place in Carbondale when the Civil War came to an end. Here is the description of those celebrations from the *Carbondale Advance*, April 15, 1865, p. 2:

"THE VICTORIES. / Demonstrations of Joy in Carbondale. / According to previous arrangement, at three o'clock Tuesday afternoon, the Bells of all the Protestant churches in Carbondale were rung, and the whistles of the Del. & Hudson Canal Co. Engines were blown, [emphasis added] and 200 Guns were fired. The fantastics in motley garbs paraded the streets, etc. / In the early part of the evening a crowd of people assembled in front of the M. E. Church, where a Platform had been erected for the occasion, during the afternoon. At seven o'clock the meeting was organized by electing Mr. Henry B. Jadwin, Jr. Chairman, and H. P. Hathaway, Secretary. The Soldiers that have been stationed here during the winter were present, and their bayonets glistened in the bright lamplight, presenting a most imposing aspect. The Wyoming Annual Conference being in session in this City, an invitation was extended to that venerable body to furnish Speakers for the occasion, several kindly volunteered. The chairman called the meeting to order, by stating briefly the worthy object for which we were convened there, and introduced to the audience the Rev. G. M. Peck, former Pastor of the M. E. Congregation in this City. The speaker congratulated his hearers upon the happy occasion on which he was permitted to greet them again, alluding briefly to the great change in the prospects of the people of this country within a very short time, and the unmistakable signs of approaching peace. 'It is befitting,' he said, 'that we should give thanks to God, who is bringing to so successful an issue the cause, in defense of which, the blood and treasure of the Nation had been poured out like water.' He was followed by the Rev. Mr. Keys, the Rev. J. K. Peck, the Rev. Mr. Hillier, and the Rev. Mr. Wheeler. It would be superfluous for me to speak of the merits of the extempore efforts of these Rev. gentlemen, but suffice it to say that I never witnessed a more attentive audience for so long a time. / During the intervals of speaking we were entertained by the firing of rockets, and the discharge of Cannon on the Public Square. / After the speaking, the chairman called for three cheers for Abraham Lincoln, Gen. Grant, Gen. Sherman, Little Phil. Sheridan, and the Soldiers and Sailors of the American Union. / All then united in singing 'Union Forever' and the 'Star Spangled Banner' and then dispersed. Many of the principal residences were brilliantly illuminated. / Much credit is due to Mr. Henry B. Jadwin, for his efforts in collecting money with which to purchase fire-works, etc., for the able manner in which he conducted the exercises of the evening. / H. P. Hathaway, Sec." (Carbondale Advance, April 15, 1865, p. 2)

On June 6, 1885, the Grand Army of the Republic monument in Memorial Park, Carbondale was dedicated. The monument was made by the Monumental Bronze Company of Bridgeport, CT, at a cost of \$1,850. Here is the article that was published in the *Carbondale Leader* on October 17, 1884, p. 3, at the time that the monument was ordered.

THE VETERANS' MONUMENT.

At the meeting held on Tuesday evening the Committee on Monument decided on their choice, and placed their order for the new monument. It is to be furnished by the Monumental Bronze Company, of Bridgeport, Conn., and the list price is \$1,850.

The monument selected is quite handsome, and will be an ornament to the proposed park. It is composed of white bronze and will stand about twenty-four feet high. The top will be surmounted with the figure of a veteran, clad in his army raiment, and holding a musket at parade rest. This figure is about six feet high, making a total height of about thirty feet. It is six feet and six inches square at the base. On the four lower tablets will appear the names of the deceased soldiers who went to the war from Carbondale, with perhaps on one side a roster of Post 187, G. A. R., of the city, under whose auspices the monument is to be erected. Higher up on the shaft there are four plain portions which will probably contain Grand Army emblems especially designed for it.

The monument, of course, will not be forwarded before next spring, but work is to be commenced on the grounds at once so that it will be in condition to receive the finishing touches early in the spring, and probably be dedicated on next Memorial Day.

Here is the first paragraph of the article about the dedication ceremony of the "Soldiers' Monument" that was published in *The Advance* of June 6, 1885:

MEMORIAL DAY

Its Observance in Carbondale.

Dedication of the Soldiers' Monument.

The morning opened cool and gloomy, and before noon rain fell, but the work of decoration went on. The programme as published by us last Saturday morning was fully carried out throughout the day. The weather in the afternoon was better, and the ceremonies of dedication were attended by a large crowd of interested spectators from this and surrounding towns. The poem by Dr. R. Bruce Wilson, of N. Y. city, and the oration by Alfred Darte, Esq., of Wilkes-Barre, both former residents here, are among the finest ever delivered on a similar occasion, and we take pleasure in laying them before our readers, that they may preserve them as mementoes of this glorious epoch in the history of our goodly city. Our citizens are justly proud of the day and the occasion, their monument and park, and their poet and orator. And here let us speak a word in commendation of the energetic Commander of Davies Post, No. 187, Mr. J. M. Alexander, to whose untiring efforts, more than to those of any one else, we are indebted for our beautiful monument and park to-day. He has worked in season and out of season, early and late, for the furtherance of this grand and commendable project, which gives to the Pioneer City the pioneer soldiers' monument of the county, as well as the first park. Cur city will doubtless now commence an era of adornment and beautification which will soon make her the prettiest town in the valley, a credit to her citizens, who as a majority are known among the best to be found anywhere. That the town and its people will continue to increase in every good and perfect work we may confidently expect

On May 30, 1887, a *Memorial Day Bulletin*, about the Memorial Day observance in Carbondale on May 30, 1887, was published in Carbondale by Win. R. Jagger. Here is that bulletin, the original of which is in the collection of the Carbondale Historical Society and Museum.



NEW GOODS. graves in the Greenfield and Vail cometeries.

Ladies, call and see our latest novelties in

PARASOLS, GLOVES, &c. We have a fust and complete line of ducted:

SILK AND SATIN.

T. J. GILPATRICK, 216 South Main-st.

M. C. Hoysradt,

LEADING STYLES

MILLINERY GOODS.

Market-st., - Carbondale, Pa.

BRYCE R. BLAIR,

CIVIL ENGINEER, CONTRACTOR

Flower Vases, Chimney top or Flue Pipe, Sewer or Drain Pipe, etc.

Best Quality and Lowest Prices.

Park Place, Carbondale, Pa.

Call and See Them

Novelties and latest designs in Lap Dusters, Leather Fly Nets, Burlaps, Scrims & Hircules Covers are now being shown by

C. H. PERSEN,

Harness Maker, (over Mills Bros'. hardware Store) who always makes it a point to carry the best assortment of every class of goods pertaining to the trade. A fine assortment of all kinds of Harness. Pleasing prices in addition to Pleasing Goods.

Quartette-Selected.

Skirmian Speeches-Invited Clergy of our city and Comrades of the Post.

Seng—'Our Land is Free'-Scholars of the High School.

Instrumental Marie-Meum et Tenne-Keystone Rand

3rd. The line will form in front of headquarters preceded by the Keystone Band, and the Post drum corps - the right resting on Church street and the left on Mainand will move promptly at 2 o'clock up Church-st. to D. & H. C. Co's office; thence down Main to Eighth street; up Church to Dress Goods & Trimmings, Park Place. The column will enter the rear gate of Memorial Park in two ranks open order and form around the monument,

there the following exercises will be con-Memorial Day announcement by Commander

- Reading of Department Order No. 7—Adjutant Wm. B. Chase.
- 2. Singing the National ode, "America," By all
- 3. Invocation by the Chaplain-Comrade Wm
- Matthews.

 Reading Geoceral National Orders No. 11 isaned by Past National Commander Gen. John
 A. Logan, May 1868, is sittaining Memorial
 Day in compliance withfeeneral Orders No. 11.
 May 1887, in memory of our late Courade
 John A. Logan—Quatermanter John Kelly.
 Decorating the monument by detail of camp of
 Sons of Veterans, in memory of the absent
 dead.
- 6. Saluting the dead-Post, Sons of Veterans and Firing Squad.
- 7. Sounding 'Taps' on the bugle-Com. A. Row.
- 8. Distributing flowers among the Veterans-The scholars of the High School

After which the column will divide in two platoons, the right with Keystone Band and National colors and half of firing squad, will visit the New Catholic cemetery. left with drum corps and Post flag and the other half of firing squad to old Catholic and Maplewood cemeteries. After the decoration of the graves each platoon will report at headquarters to render reports and dismissal.

EVENING PROGRAM.

In the evening there will be a Memorial campfire in the New Opera House. Doors open at seven o'clock, exercises to commence at half past seven. For the purpose of not overcrowding the hall, a small admission fee of 10 cents will be charged at the door. The exercises will be presided over by Mayor Kelly. The program will be; Instrumental Music-"Sacred Medley"-Keystone Band.

Song-"Our Braves"-Scholars of the High School. Calling of the "Silent Roll"-Adjutant Wm. B. Chase.

Response-Members of the Drum Corps.

Vocal Solo—"Strew Blossoms o'er their Graves"— Mrs. David Evans, of Jermyn.

Oration-Courade Geo, S. Kimball, of Post 187. Vocal Quartette-Mrs. Marcy, Mrs. Lindsay, Messrs Mills and Wells.

Recitation - "Yes, I am Guilty"-Chas. S. Alex-ander.

Quartette-Selected.

Instrumental Music-Meum et Tenss-Keystone Banai

Ballantine's Beer.

Ballantine's Extra Pale Beer, for private family use, can be had by Keg or Dozen Bottles, delivered to any part of the city by

JAMES B. McTIGHE,

116 South Main Street.

All orders by mail promptly at-

Conrad Loewer,

TAILOR.

Gents' Clothing

AT LOW PRICES.

A full line of samples from which can be sel-cted Summer Clothing.

Dyeing and Cleaning Clothes promptly attended to

Shop on Seventh Street, next so H. S. Frank & Son's Wall Paper Store.

W.BURR.

Jeweler and Optician.

A large assortment of Watches, Jewelry etc. New Goods received every week.

SPECS & EYE GLASSES

accurately fitted to suit all eyes. TELESCOPES AND FIELD GLASSES to rent by the day,

We will not be undersold.

Blessed are they who die in the Lord." But while mourning for them do not forget to call on

M. O'GRADY,

No. 5 WALL STREET, where you can purchase a first-class

HAT OR BONNET

of the most approved shape and shade, for a mere trifle

We are headquarters for Styles, Prices and Work.

Soldiers! Citizens! Strangers! YOUNG MEN & MAIDENS!

you will find the largest and finest class of

STATIONERY

in town and at the lowest prices at

JOSLIN'S.

MERCANTILE JOB PRINTING.

DR. MEAKER'S Dental Rooms,

on Wall Street, are now an established 30 institution of Carbondale, and are fitted 31 up with all modern appliances to make 33 dental work a satisfaction and a success. 34

Preservation of Natural Teeth

a Specialty. Porcelain and Gold Crowns attached to natural roots. Artificial Teeth on all reliable bases. Fresh Nitrous Oxide Gas.

OFFICE HOURS: 8 to 12 a. M., 1 to 6 P. M.

CET YOUR DINNER

at the

AMERICAN HOUSE.

L.C. HATHAWAY,

Dealer in

GROCERIES & PROVISIONS

BOOTS & SHOES,

also a full line of

Canned Goods, Butter, Lard, Cheese and Eggs, Fresh and Salt Fish, Fruits and Vegetables.

Family Baker. Market Street, Carbondale, Pa., Griffits Resee

NAMES OF SOLDIERS BURIED IN CARBONDALE.

nounipaw. Pr., N. J. Carisondale, Pa.

Cessetery. Carlsondale, Pa.

New York City. Carbondale, Pa.

Maplewood Cemetery.
WHERE DIE

WHERE BEED.
Carbondale Pa.
David's Island, N.Y.
Carbondale, Pa.
Hospital, Washingten.
Carbondale, Pa.

Ernest John son Lunean C Berrry Erastus Leater Heary J. Baker J. H. Phillips Howey W. Whiting H. N. Whiting Robert G. Bailey George Forrester James Peates William Essier

James Postes William Easter William J. Hughes J. H. Branson George Styles John D. Wedeman James Willis Prederick Glutz Evan-Bruese

50 Geo M Rowley
31 Affred Dayte
32 Lewis Deering
32 Lewis Deering
34 Annes Guard
35 M P Ball Thompson
34 Annes Guard
35 M P Ball Pecker
26 John H. Marey
36 John H. Marey
37 Lewis Decker
1 Patrick Gallagher
2 Hugh Gallagher
2 Hugh Gallagher
3 John McGrown
6 Michael Quigley
7 Authony Loftus
8 Mathew Norton
7 New Catholic

Capt M Flynn
Theenas Nealon
Andrew O'Con
James Caunon
Terrence Scanle
Thomas Kilpatr
Dr. Richard Fo

"SILENT ROLL" Andersonville Prison.

Salisbury Prison.
Baltimore, Md.
At Sea,
Soldiers' Home Washington, D. C. Arizona.
Arizona.
H ri's Island, N. Y.
Georgetown Hospital,
Washington.
Battle Wildorness.

Battle Fair Oaks, Mansfield, Pa Louisville Hospital, Libby Prison,

TRY MY

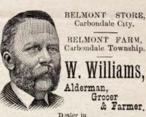
NONE BETTER.

W. W. WATT.

CATHARINE A. DOWNING, M.D.

326 Main Street.

Office Hours: 8 a m. to 2 p. m.



GROCERIES, PROVISIONS, FLOUR, &c.

INSURANCE. Collections promptly attended to. Real Estate Bought, sold and leased. Established 1874. Office on Belmont Street

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DEALER IN

Building and Housefurnishing Hardware,

Paints, Oils, Varnishes, Lawn

Mowers, etc.

Manufacturer of

Tin and Sheet Iron Ware.

Rooffing, Guttering, Gas and Water Fitting.

Pure Drugs

KELLY'S,

Watt Building.

A drive in some job lots of

Light Summer Cassimeres

PANTALOONS,

\$5, well worth \$7

Evans & Alexander's.

Charlie Thom

CHINESE LAUNDRY.

UNDER STEPHEN'S TAILOR SHOP, Williams' Fine Flavored Ice Cream; 13 WALL STREET.

All work done at reasonable prices and satisfaction guaranteed. Give me a trial.

A. B. Durfee & Bro.,

LIVERYMEN.

Buss Line to all Parts of of the City.

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David's Island, N. Y. Providence Pa. 2d Battle Bull Run. Washington, D. C. Cuknown,
David's Island, N. Y.
Sasquehanna, Pa.
New Orleans, La.
Norfolk, Va.
Washington, D. C.

Green, N. Y.

We are often asked the question how we sell so much cheaper than our neighbors. In answering the above question we would simply say that we deal direct with the manufacturer and avoid the middle man who cats up the profit between the producer and consumer, who as it were stand at the ends of a line of persons who hand the goods from one to another. Each take a bite on the way; the consequence is a vast difference between the prices paid by Clelland, Simpson & Taylor and those of our neighbors who employ "middle-men" and that is the only reason we sell so much cheaper and state. EXTRA SPECIAL FOR MAY.

SC. Lawn for 3c. Common Calico 2c. Indigo Blue 5c. Window Net 8c. Collars and Cuff. 18%c. Lacc Caps Scc. Dress Goods & double foid 18%; White Aprons 18%; Jem Parasels, satin and lace trimmed, 12.5. Shawis 5co. 8.100 Corests for 7c. TaeUnbreakable Bend Up Bustle regular price 25c, will closs them out for 15c. Table Linen 17c. Towelling 5c. 6LOBE WAREHUUN, Carbondale.

NEW AND HANDSOME

ICE CREAM PARLOR

WATT'S NEW BUILDING on Market Street, is now in first-class run

VANILLA, CHOCOLATE,

STRAWBERRY,
ORANGE ICE,
LEMON ICE.

Also a Fresh and Fine Assortment of CONFECTIONERY AND CIGARS.

HARNESS MAKER

WHIPS, FLY NETS, SHEETS, LAP DUSTERS, BURLAPS, SCRIMS, etc. Lowest Prices and Best Quality.

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at Bargain Prices

So. Main Street, Carbondale.

As we have now a Full and Complete Line of

Boots Shoes and

in stock, we would kindly ask you, previous to buying elsewhere, to call and see us, as we are satisfied we can offer you Bigger Bargains in that line than any other firm in the city. It will pay you to call on us. Respectfully,

H. SAHM.

Dimock, the Hatter, has added a Men's Shoe Department.

A "Corrected List of Those [Civil War dead] Who Are Buried in the Cemeteries in this City" as well as a "Corrected List of Our Soldiers Who Have Died and Were Buried Away From Carbondale" were published in the *Carbondale Leader* of May 26, 1899, p. 2. Here are those lists:

These "Honored Dead" gave their lives in defense of a way of life. This "Corrected List" is a remarkable document, as it is highly probable that it is the only "complete and accurate" list of the Civil War dead from Carbondale.

OUR HONORED DEAD.

List of Carbondale's Soldiers Who Have Passed Away—See
That Their Graves Are Strewn With Flowers
on Tuesday Next, Memorial Day.

→ CORRECTED LIST OF THOSE WHO ARE BURIED IN THE CEMETERIES IN THIS CITY.

Maplewood Cemetery.	51 Thos H Woodward "
and the state of t	52 John Mahoney "
NAMES. WHERE DIED.	53 Thos R Lathrope "
1 Charles B Mason Carbondale	54 John Tracy
2 Wm A Davis David's Island, N Y	55 Jos E Parker "
3 Wm Shannon Carbondale	56 Peter Matthews
4 Fred'k Ulmer, Hospital, Washington	57 C R Vogel
5 Ernest Johnson Carbondale	58 Benjamin Geary Dunmore
6 Luman C Berry "	59 Charles H Hollis Carbondale
7 Erastus Berry "	or charles an account
8 Henry J Baker "	60 Frank Miller 61 Calvin Parsons Wilcox
9 J H Phillips "	OI CULTURE I GILLONG
10 Henry W Whiting Massachusetts	0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 -
II H N Whiting Carbondale	05 JOHN Alpaugh
2 Robert G Bailey "	64 Samuel D Baker
13 George Forrester "	65 Wm N Cole
4 James Foster "	66 Chas E Turner
15 William Easter	67 George Porter
16 William J Hughes "	68 Truman wnipple
17 J H Bronson "	69 Truman D Bradley De Land, Fla
1 5 H DIOUSON	70 William Nicol Carbondale
18 George Styles * " 19 John D Wedeman Mill Creek	71 Silas Wedeman
	A SE ATOMETER CONT. AND AND
	Old Catholic Cemetery.
Trederick Glutz	1 Patrick Gallagher Carbondale
Evan breese	I I would during
3 Edwin Reese	2 Hugh Gallagher "
4 John Black "	3 John McHale
25 James Forrester "	4 John Wills Carbondale
o John Campben	5 John McGowan "
27 Isaac Siebottom "	6 Michael Quigley "
28 Geo J Davies, Communipaw, N J	7 Anthony Loftus "
29 James Belknap Carbondale	8 Matthew Norton "
30 George M Rowley "	9 Thomas Kirkwood "
31 Alfred Darte "	10 Patrick Brennan "
32 Lewis Deering "	TO I WITCH DIGHT
33 Wm M Thompson "	NT 0 11 11 0
84 Amos Guard "	New Catholic Cemetery.
35 M P Bailey "	
36 John H Marcy "	II Captain M Flynn Carbondal
37 Lewis Decker "	12 Thomas Nolan "
38 Lugius Marshall "	13 Andrew O'Connell "
39 Jacob Bryant	14 James Cannon "
10 Benj H Thomas "	15 Terrence Scanlon "
11 Eliab Gilbert "	16 Thomas Kilpatrick "
i Ellab Gilbert	17 Dr Richard Foote "
to John Scarry	11 Dr Kichard Foote
o sames in Diumin	16 thomas warker
T IIS ROBERTS	10 William Fernam
to will Herring	20 John Linnen
16 Thos Jardine "	21 Thomas Gillion
7 Carr Simpson "	22 Charles Timmons
48 John T Peck	23 Thomas Sullivan "
	94 Martin Barrett
49 John Newton "	24 Martin Barrett "

26 Patrick Flood 27 Alex McLean 28 Martin Hanophy 29 Timothy Burns 30 Barney O'Rourke 31 Andrew Fagan 32 John Lyng 33 Thomas Smith	Brookside Cemetery. I James Palmer, Post 397 2 James V Irwin Carbondale 3 Malcolm L Rowlson 4 Henry Baker 5 Selah Brock, Susq. Post, 6 Nicholas Peters
34 Anthony Woody 35 John Flannery 36 Michael Surdival 37 Edward Burke 38 John O'Grady 39 Edward Lynn 40 Thomas Farrell 41 Michael Golden 42 Michael Morrison 43 Michael Farrell 44 Patrick Fallon 45 William W Walker 46 Daniel O'Connell 47 Martin Healey	Greenfield Cemetery. Alban M Burdick (Vail) Wm Cordner (Green) G W Buchanan (Lee) William Sweet (Vail) Hiram Tompkins (Wedeman) Daniel B Coon (Peck) Daniel Vail, Carey cem., Scott Wesley Thatcher, Meredith cemeter near Carbondale Veterans of Other Wars.
48 John Scanlon 49 Patrick O'Rourke 50 James Duffy 51 John Weidner 52 John Gordon 53 John Kelly	Col. Dennis Graham James B Moran Michael B White Florida war Florida war

Corrected List...

THE SILENT ROLL.

Corrected List of Our Soldiers Who Have Died and Were Buried Away From Carbondale.

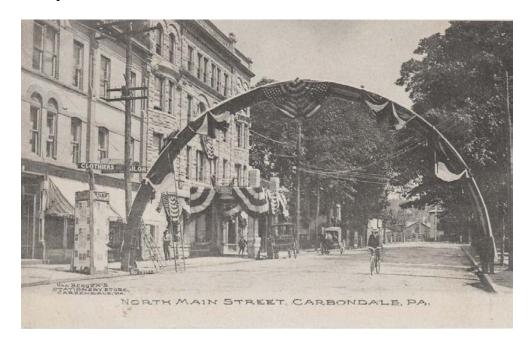
Benjamin Havard, Andersonville Prison | Horatio R Pierce, Scranton, Pa Edwin Hall Conrad Fischer Charles Sherwood Edgar F Cramer 66 66 66 Dennis Sullivan Samuel Lane James Barton 66 Elisha Guard Michael Hickey, Clark R Darte William Hunter, Salisbury Prison George A Whiting, Baltimore, Md Charles A Whiting, at Sea Jacob A Turner, Soldiers' Home, Washington, DC John Grady, Arizona John Lane, Hart's Island, N Y Thomas Murphy, Georgetown hospital, Washington James Gilhool, Battle Wilderness John Gilhool, " "
Daniel Bradley. Battle Fair Oaks John Mooney, Mansfield, Pa Griffith Reese, Louisville hospital Richard Miller, Libby prison Dilton Taylor, David's Island, N Y Richard Taylor, Providence, Pa James Gordon, 2d Battle Bull Run Thomas Nolan, Washington, D C Almon Engle, David's Island, N Y Peter Vankirk, Susquehanna, Pa Bryan Kelly, New Orleans, La George A Decker, Norfolk, Va Lewis Hudson, Washington, D.C. Walter Rosser Walter Rosser Charlton Benham, Boonsboro, Md Patrick Dougherty, Leadville, Col Michael Reap, Battle Wilderness John Coyle, Washington, D C Lemuel Haskins, Morris, S C

Col Wm N Monies John W Mason, Green, N Y Wm Walker, Nevada John Brennan. " Wm Battle, 2d Battle Bull Run, Va Russell Harris, Port Jervis, NY Stephen Brundage, Washington, D C Samuel H Pattent, Lincoln hospital, Washington, D C James McLaughlin, in Battle Antietam Daniel Hazen, Phila. hospital David Vail, unknown Oscar Smith, Lewis B Dings, Falmouth, Va Martin Chamberlin, Hartford, Pa Geo Chamberlain, Harrisburg, Penn George Phillips, Charles Manzer, Washington, D.C. John Manzer, Edwin F Adams, Harford, Susq Co William Conrad, Gibson, Pa Charles A Dart, Elkdale, Pa David Price, Gibson, Pa John Lynch, unknown, in the Army Charles Maxwell, Battle of St. Mary's Church, Va Oran W Taylor, Providence, Pa Frank Hudson, Wilkes-Barre Geo W Sampson, Post 187, Dunmore John Finnan, Danville, Pa Frank Le Roy, Camp Stoneman, Va Chas H Estabrook, Jackson, Susq Co Ira Davenport, Canaan cemetery Peter Galligan, Pittston, Pa John Dresser, New Orleans Luther H Sampson, Peckville Minor C Connor. Scranton Lewis Sillsbee, Peckville John T Amerman, Glen Dyberry Cem, Honesdale

Two Carbondale soldiers died in the Spanish American war :-- C. W. Tallman, buried at Jackson; Wm. Craig, died and buried in Cuba.

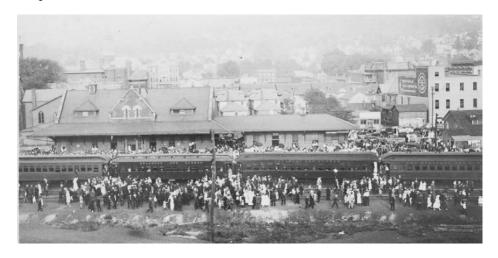
The City of Carbondale, throughout its history, has strongly supported the American cause in all foreign wars--which says a lot about the values and beliefs that prevail in the community, and which is a good indication that quality of life in the community is exemplary.

Victory Arch: Spanish American War:



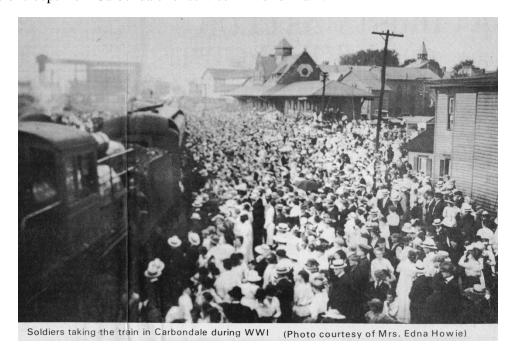
Victory Arch, Spanish American War, North Main Street, Carbondale

Departure of troops from Carbondale for service in World War I:



Departure of Troops from Carbondale D&H Seventh Avenue Station for Service in World War I. Post card donated to the Carbondale Historical Society by Mrs. Edna Howie, Carbondale.

Departure of troops from Carbondale for service in World War I:



Victory Arch on North Main Street, Carbondale: World War I:

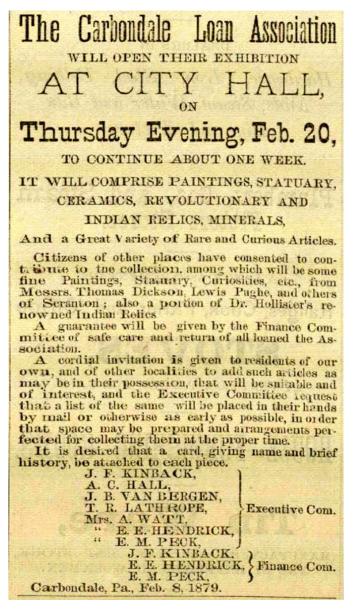


Victory Arch. After World War I, across North Main Street, Carbondale, at the D&H Pennsylvania Division Office Building; View Looking North.

Loan Exhibitions

In a community in which there are "loan exhibitions", such as those that took place in Carbondale in 1879 and in 1901, there is respect for the intellectual, artistic, and historical artifacts created and/or produced by that community, and that respect is one of the clearest and strongest indications that the quality of life in that community is excellent.

Here is the announcement of the 1879 Carbondale Loan Exhibition that was published in the *Carbondale Leader*, February 15, 1879, p. 2:



In support of that loan exhibition, in aid of the Baptist Church in Carbondale, Drs. Everhart and Hollister both lent to the exhibition a portion of their unique collections of birds and Indian relics. In the *Carbondale Leader* of February 15, 1879, p. 2, we read:

"A LOAN TO CARBONDALE. / Drs. Everhart and Hollister have each been solicited to loan a portion of their unique collections of birds and Indian relics to the Loan Exhibition to be held next week in Carbondale, in aid of the Baptist Church. Both of the medical gentlemen have signified their readiness to aid so worthy an object, and the citizens of our neighboring city will thus be enabled to witness a rare display of ornithology and archaeology.—Ib." (Carbondale Leader, February 15, 1879, p. 2)

In the March 4, 1879 issue of the *Carbondale Leader*, p. 2, a glowing review of the loan exhibition was published. In that review we read the following about the exhibition:

"The City Hall has been the scene of brilliant and curious vision, reminding one of the palace of Aladdin with its adornments. . . Those who have visited it have had an opportunity seldom granted in small towns, and not often afforded in places much more pretentious."

Here is the complete text of that review, as published in the *Carbondale Leader* of March 4, 1879, p. 2:

"THE LOAN EXHIBITION. / Carbondale has been the centre of attraction for the past week, owing to the exhibition of the collection of articles loaned to the Association organized in the interest of the Baptist Church. The City Hall has been the scene of brilliant and curious vision, reminding one of the palace of Aladdin with its adornments. The success which has attended the affair, is truly wonderful; and hundreds of visitors from this city and vicinity and neighboring towns have thronged the exhibition day and night. The managers, from the President, Mr. E. E. Hendrick, down, have labored with great assiduity and skill; and we do not doubt their expectations, as well as those of the public, have been more than met. To one man, however, more than all, is the credit due for whatever success attends it—we refer to Mr. E. M. Peck. With a wonderful energy and tact he has carried out the plans of the managers; and has proved himself to be admirably adapted to this kind of work. His reputation as a valuable worker in good enterprises, already great, will be much enhanced by his success in this undertaking. In the promotion of the prosperity of the particular church in question, which we know lies so near his heart, he will have his abundant reward. / We are not advised as to the profit realized from the Exhibition; but whether it be great or small, the good effect of it will be felt for a long time. Those who have visited it have had an opportunity seldom granted in small towns, and not often afforded in places much more pretentious. / The series of concerts given nightly has been one of the most pleasing features of the exhibition; and large crowds have been delighted by the sweet

strains of music, instrumental and vocal which have resounded through the spacious hall. It has added greatly to the enjoyment of visitors, and has been a soothing finale each day to the fatiguing exercise of sightseeing. The committee in charge of this branch of the enterprise, Messrs. Burrell, Aitken and Evans, have arranged the programmes with admirable taste, and our literary and musical residents, always so ready to aid in every good work, have seconded their efforts. Drafts for assistance have been made upon neighboring cities, and they have been duly honored. The adornments of the hall, and other brilliant surroundings have given *éclat* to the entertainments; and have seemed to inspire the participants with unwonted vigor and sweetness. The audiences have been very large, from night to night much the same in *personnel*, and they do not seem to have been surfeited with the sweet sounds; so true it is that good music is like 'a thing of beauty, a joy forever.'" (*Carbondale Leader*, March 4, 1879, p. 2)

Here is the catalogue of that remarkable loan exhibition in Carbondale in February 1879:

PAINTINGS, ENGRAVINGS, &c.

PAINTINGS, ENGRAVINGS, &c.			
No.	Title.	Artist.	Owner.
I	Yesemite Upper -	Thos. Hill	Charles Parrish
2	Barnegat Bay	Wiesman	
3	Coast of New England	Gulager	
4	Great Expectations Fortune Teller	97 11 11	S. H. Hazelett
5		W. H. Ham	W. H. Ham
0	Family Friendship Colonel Darte	Kretschmer	G. L. Dickson
7	Indee Convention	Photo. Bust	Darte Mrs.S.T.Woodward.
9	Judge Conyngham Sunset	Perkins	T. R. Lathrope
10	Wallenpaupack Falls	Geo. Faries	Dr. Hollister
11	Strawberries	oco. ranco	Dr. Hollister W. H. Ham G. L. Dickson
12		Paul Ritter	G. L. Dickson
43	View in Vermont The Old Arm Chair	P. Allais	Hazelett
14	A Misty Morning	Perkins *	T. R. Lathrope
45	Autumn Scene	44	
46	Old Hen and Chickens		W. H. Ham
17	Dog's Head		G. L. Dickson
18	Marine Scene	Mansfield	
19	Afternoon in Spring .	Brewster	V V
20	Jessie Moore On the Medway	Chinese Artist Paul White	Mrs. Moore
21	Widow's Mite	Paul White	G. L Dickson
. 22	French Chatteau	Paul Weber	A. T. Mc'Clintock.
23	Susquehanna, (near Shick-		
24	shinny)	. "	
25	shinny) Place of Execution of Mary,		
-3	Queen of Scotts		E. A. Wheeler Mrs. E. Skeels Mrs. E. Wells
26	Picture of Cross.		Mrs. E. Skeels
27	Fall Brook Falls		Mrs. E. Wells
28	Landscape		Mary Hatton
29	Gathering Lilies	Hattie E. Wells	
30	Landscape	Heuman	F. Elbrecht
31	Little Housewife	Schultz (\$125)	G. L. Dickson
32	Grounds, &c., Sydenham Pala	ice	Thos. Moore
33	Grounds, &c., Sydenham Pala Tropical Avenue, "		
34	York Cathedral		4
35	East Window, York Cathedra	d	
36	Ruins of St. Mary's Abbey,		
	York		4
37	"Five Sisters," York Cathedra	d • ***	
38	Ferns arranged, &c.		Mrs. Dotterer
39	Heme Landscape		W. H. Ham
40	Jas. Archbald		 .
41	Practical Penmanship	M. Wingate	Wingate
42	Landscape		. Ham
43	Mrs. Wight and Parents, Mrs. P. C. Gritman		A. E. Burr
44	Mrs. P. C. Gritman	J. T. Merritt	Gritman
45	Tom's Music Lesson		A. Mitchell
45	The Voyage of Life (Youth) " (Childhoo		W. W. Weston
47			Tomal
48	Afternoon on Hudson	Brewerton (20)	Jewel Hazelett
49	English Channel	Briscore (75)	B. R. Blair
50	The Soldier's Dream of Home		Hazelett
51		D. Evans (75)	Mazerett
52	Home, Sweet Home, &c. Mother and Child		
53	Landscape		G. L. Dickson
54	The Dentist		
55 56	Lafayette	423.4	Mrs. Easton
57	Mr. and Mrs. N. H. Decker		Graves
58	Mrs. Benedict		
59	Venus (Photographs)		J. E. Burr
60	" " "		
61	Eve. in South America	G. Jerome	Ham
62	Sierra Nevada	Bush	
63	Tide Out	Jerome	
64	Waterfall	C. H. Sommer	
65	Madonna (India Ink)	W. H. Ham	
66	Capy of Ruben's, burnt with		
	red hot poker Luther at Worms	Hughes	Charles Parrish
67	Luther at Worms		C. Harold
68	Summit Lake, Sierra Nevada	Bush	Ham
69	Petona and Fashion	••	Kase
70	Lake W.		Hendrick
71	Moss from Washington's Wel		C. E. Lathrope
72	Grasses from Battle Field, Ge	ttesburg	** 10
73	Lake Paupach		Hollister
74	Farm Scene	Learby&Willis	lionesdale
-25	t ocomotive and f'eve		DI. C. Iawlor
	Lecomotive and Cars		Disham Min C.
76	Engine	ARTON CO.	M. C. Taylor Dickson M'f'g Co.

77. "His only pak" (steel engraving) A. Wyllie

```
M. B. White
   78. Dog and Rats
                                                                                                                                                                                                                                O. Greggs
    79. Washington's Reception
                    J. M. Poore
First Steam Train in America
                   Landscape
What are the wild waves saying
A Mother's Dream
Flewers
 83
84
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                   Landscape,
A Sea View
Photograph
Brook Bed
                                                                                                                                                                                                             Hendricks.
                                                                                                                                           Perkins
                                                                                                                                                                                                           T. R. Lathrop.
Mrs. E. A. Wheeler
                     Scribe
In the Gulch
Pencil Sketches
                                                                                                                                                                                                         Miss H. E. Brooks.
                    Moonlight
Winter Scene (first ice)
Spanish Lady
Morning Glories
Forest Scene
                                                                                                                                                                                                         Ham.
G. L. Dickson.
W. Halstead.
                                                                                                                                          Ehrich
                  Forest Scene
Cabinet ($50.)
Two Bronzes
Two Candlesticks
Marble Bracket
Vases
Japanese Cabinet
Vases (Jap )
Bronze Vases
                                                                                                                                                                                                             Mrs Fred Mills.
Huge Pedler.
                                                                                                                                                                                            Egerton.
Mrs. W. H. Richmond.
 102
 101
                                                                                                                                                                                                              Hendrick.
 105
                                                                                                                                                                                                           S. Dickson.
 107
                    Donner Lake, Cal.
Thornalsen's Night
Thornalsen's Morning
Sea View
                                                                                                                                                                                                             Ham.
  100
                                                                                                                                                                                                             Dr. Foote.
 110
                                                                                                                                               H. W. Boss
                                                                                                                                                                                                           C. W. Boss
 112
                                                                                                                                                                                                           . ...
  113 Study
                  " (Hemlock Tree)
" (Rocks)
John Brown
Archibald Law
Portrait of E. Clarkson's
Grand father
115
116
117
118
                                                                                                                                             Mrs. J. Marcy
                                                                                                                                                                                                           Mrs. Marcy
                                                                                                                                                                                                              Chas. Law.
                Portrait of E. Clarkson's
Grand-father
Troy Trays
Japanese Box
Chinese Sugar Bowl
Chinese Tea Pot
Derbyshire Spur
The Iron Worker and King Solomon
Portraits of Mrs. Manvils
"Father and Mother on Board.
R. Manville and sister—Photo R. M. at 21 yrs. R. Manville,
Chinese Box
Japanese Box

"R. Manville and sister—Photo R. M. at 21 yrs. R. Manville,
Hendricks.
  119
  120
 121
  123
124
125
126
  129
130
131
132
133
134
135
136
                    Chinese Box
Japanese Box
China Tea Pot
Japanese Ware Tea Set
Chinese Work Box
Pair Busts—Mendelssohn and Mozart
Two Vases
                                                                                                                                                                                                             Mrs. J. W. Marcy.
Mrs. F. Mills,
Mrs. Harold.
                 Two Vases
Fancy Work Stand
Wyoming
Twenty Pieces Glass Ware, Dorflingers Glass Works, White Mills.
Swiss Cottage Clock.
Rev. Davis Dimock
Fancy Stand
Engraving (Bethlehem)
First Locomotive
Work Box and Desk
Officer
Drummer Boy
Three Figures
Landscape
Mission California

Wing Annual Manual Manual
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448
                                                                                                                                           Lang
Pope
McEntle
                                                                                                                                                                                                     Mrs. S. E. Dimmick.
T. J. Ham.
E. M. Peck.
J. F. Kinback.
Mrs. A. Thompson.
149
150
                                                                                                                                                                                                Lewis Pugh.
Father of E. M. Peck.
Mrs. Dr. King.
A. Wulie.
L. Prang, Boston,
   167
168
                       Group
                       Attention
Fifty to seventy-five chromos, very fine,
```

OLD BOOKS, AUTOGRAPHS, MANUSCRIPTS, &C.

Black walnut stand, 100 years old; property of Pierce Butler.

One volume of the "Federal Republican," 1812-1813.

One volume "Philadelphia Advertiser" from 1800-1.

Book on surveying, published by Aaron Rathborne, 1616; property of James Stott. erty of James Stott.

Music book, captured from Jeff. Davis' secretary, April 3, 1865; property of Mrs. Alvah Dolph.

Book on mathematics, published 1704, London; property of James Stott.
7 Perry's "Man of Business," published 1774, Edinburgh; property of Hon. J. B. Van Bergen.
8 "Body of Philosophy." by Anthony LeGrand, translation by Richard Blome, published 1604; property of Ed. A. Penniman.
9 Volume of "The Northern Penn.," published 1831-36, Amzi Wilson, editor; property of D. Yarrington.
1 Two volumes of "Dundaff Republican," T. Hamilton, editor, 1829-32; property of D. Yarrington.
1 Bible, published 1739, at Dublin, brought to America by Peter Yarrington, 1750; property of D. Yarrington.
2 Bailey's Dictionary, published 1782, at London; property of Mrs. Abbott. Abbott.
Catholic Testament, printed before chapters were divided into verses; property of John D. Wingate, D. D. S.
"Travels in Africa and Asia," by Thomas Hunt, published in London, 1638; property of James Stott. "Travels in Africa and Asia," by Inomas Hunt, published in London, 1638; property of James Stott.

"The Soul's Conflict," by R. Sibbs, D. D., published in London, 1651; property of B. Davies.
Holy Bible, printed 1750; property of Mrs. Walker.
Catholic Prayer-Book, quite old; property of J. D. Wingate.
Bible, published in London, 1614; property of James Stott.
Latin book, 1760.
Old spelling book, Noah Webster, published 1814; property of
E. A. Penniman, Honesdale.
Journal of first session U. S. Senate, held in New York city, 1789.
Bible, published 1727, formerly owned by Wm. White, grandfather of Mrs. James Clarkson.
Bible, brought from Germany before the Revolution by the greatgrandfather of Dr. R. Ottman.
French-Latin Dictionary, 1741; property of John D. Wingate.
Medical Essays, published 1752; property of John D. Wingate.
Book of Mathematics, by Ozaname, published 1712; property of James Stott.

"Duty of a Christian." by Robert Nelson, published 1715, London; property of C. F. Rockwell.
Book of Common Prayer, published 1793, London; property of Mrs. R. Maxwell.
German work on Theology, originally written by Johan Taulurous, 1346, reprinted 1680; property of J. F. Kinback. Treats on Reformation even at that date.

Work on Mechanics, by A. Fletcher, published 1742, London; property of James Stott. 27 on Reformation even at that date.
Work on Mechanics, by A. Fletcher, published 1742, London; property of James Stott.
"Keach on Baptism," published 1692, by Benj. Keach.
Britches' Bible, published 1615; property of John Howarth.
Ancient Bible, published 1615; property of Mrs. J. W. Decker,
Port Jervis, N. Y.
Ancient Bible, published 1620.
Large Stone Martin Muff, very old; property of Mrs. C. C.
Wheeler.
Spinning Wheel, brought from Ireland in 1702 by some one of D.
Yarrington's ancestors; property of D. Yarrington.
Old-fashioned Castor Stand, over one hundred years old.
Powder Horn, over one hundred years old; property of Thomas 30 36 Powder Horn, over one hundred years old; property of Thomas R. Durfee.

An old bowl, from St. Petersburgh, Russia; property of Mrs. R. 39 Manville.
Relics of Gettysburg.
Lot of fossils and lot of ferns, from coal beds; property of Dr.
John Foote.
Piece of petrified wood; property of Dr. John Foote.
Ammonite fossil; property of Dr. John Foote.
Piece of torch that was used at burial of King George III.
Japanese bat; property of L. Egerton.
Japanese counting-board; property of L. Egerton.
Old fire-arm, very old; property of George G. Davis.
Sword, belt and cartridge box, formerly owned by Gen. Santa Anna.
Declaration of Independence in very small space; property of
S. E. Raynor. Manville. 42 49 S. E. Raynor. Piece of coal carved out, taken from lowest coal bed in England. Seal made out of Scotch coal; property of Mrs. R. Maxwell.
Two very old Deeds, dated 1733 and 1752.
Sash and sword; late Dr. R. Foote, Carbondale. 55 Collection of coins, two cases; property of George D. Couch.
55 (An old watch, brought from England in 1752 by Robt, Buchanan.
56 An old fire-arm, taken from John Brown when captured at Har-

per's Ferry.

- Four cases, collection of coins, very fine; property of S. E. Raynor. Two cases, collection of Continental and Confederate currency. Four cases, collection of coins, very fine; property of Mr. Rock-'59 well, Honesdale. Rolling pin; property of A. W. Daily.

 Parallel scale, for making ship's courses; property of Captain McLoud. Thimble used for sewing ship's sails; property of Capt. McLoud.

 An ivory pastry machine; property of A. W. Daily,

 Lacrymal vase from Temple Pompeii; property of Dr. John Foote.

 Book of autographs; property of Joe Alexander, Jr.

 Souff box, over one hundred years old; property of Mrs. William Lindsay. Whale's tooth; property of Samuel Mills.

 Whale's tooth; property of Samuel Mills.

 Parner and glove mender.

 Family watch, very old; property of S. E. Raynor.

 A household god from Italy, 1820.

 A tortoise shell cane, Santa Anna's, taken in spring of 1848; property of Judge Dana.

 Perfumed vase, taken from ruins of Nineveh; property of Dr. J.
- Letter from Baron Rindesel, major-general in Gen. Burgoyne's army; property of Mrs. Abbott.
- 74. 01d deed, dated 1753.
- 75. Cane made from wood of old ship Constitution; property of Robt. L. Dana, Wilkes-Barre.
- 76 Stand, Fancy Wood; property of T. Lindsay.
 77 A Gold-Washing machine, model.
 78 An Oil Derrick, model, property of Jones, Dennis & Booth, Brad-
- A pair of Skates, manufactured by Squire Yarrington.
 An old fashioned Tea-Caddy.
 Japanese Work on Natural History, 2 vol.; L. Egerton.
 Autograph Letter, Aaron Burr; property of Jas. Ed. Burr.
 Pocket Compass, made of stone from Niagara. An Old penny, 1803. A Masonic Medal, 1790.
- Impressions taken from Egyptian Monuments; Dr. Grant, Hones-Ink Horn, from Syria; S. Terry, Honesdale.
- A Persian Cup and Saucer, brass; Dr. Grant, Honesdale.
 A Turkish Slipper, made in Demascus; Miss Terry, Honesdale.
 Autograph; Thos. J. Ham.
- A Confederate Spur picked up in Fort at Petersburg, Va.
 A Confederate Spur picked up in Fort at Petersburg, Va.
 A Copper Pot, Egyptian; Miss Terry, Honesdale.
 A Plane, made of wood, used in first building in Carbondale.
 A case of Curiosities, Old Coin, &c.; H. C. Miller, Archbald.
 Top of Work-Table, (Washington's Head); made by Master Kinback, inlaid, 5,000 pieces.

 A Collection of Fossils; Christian Spaeth.

 A Case of Autographs; G. D. Couch.

 Model of Castle Falkenstein, on Rhine, Germany; Kinback.

 A Case of Sphringida, very fine; Wingate.

 An Allegorical Portrait of Washington; S. E. Reynor.

- Part of a George Washington letter.

 A letter of introduction from DeWitt Clinton for E. M.Townsend.

 Rev. Jesse Townsend's Bible, 1766.

J. M. POORE'S COLLECTION.

- Large book, historical and ecclesiastical, 1572.
 Roger Merrill's account book, 1742.
 Powder horn carried at Bunker Hill, June 17, 1775.
- One of the shoes Lydia Merrill wore at her marriage, July 3, 1796. One of the shoes Abigail Poore wore when D. N. Poore graduated
- at Harvard, 1777.
 Companion to the Almanac, 1759.
 A correct view of Carbondale's first house, "The Log Tavern."

- Likeness of old John Brown, whose "soul is marching on."

 Deed of first eight lots sold in Maplewood cemetery.

 Bdffalo horn from Montana; Continental money; Confederate
 money; suspended on a string a broach, 1732, Roger Merrill;
 shirt buttons of John Merrill, about 1800; a coat button worn by Dr. D. N. Poore, 1777.

LADIES' PAVILION.

Point Lace Hankerchief and Collar; Mrs. Stott. Point Applique Collar and Barb; Mrs. Andrew Watt. Point Lace Collar; Mrs. D. N. Lathrope. Lace Cushion Cover; Mrs. W. F. Hallstead. 5 Lace Hankerchief, made on the Isle of Wight; Miss Florence Manville. Point Lace Collar, Barb and Hd's; Mrs. Andrew Watt. Valencienne Hd'f; Mrs. Andrew Watt.
Lace Hd'f; Mrs. A. W. Renshaw, Tunkhannock.
Lace Hd'f; Eng. Thread; made by Miss. M. E. Hendrick.
Lot of old Lace, 60 yrs old; Mrs. Coe F. Young. Lace Jabot; Miss Rose Strickland.
Duchesse Lace Barb; Mrs. E. M. Peck.
Lace; Miss Mary E. Wheeler.

"Mrs. E. Butler. 12 13 14 Worked Lace Collars, very fine, 1839; Mrs. C. W. Smith. Point Lace Barb; Mrs. E. E. Hendrick. Lot of Eng. Thread Lace made by Mrs. W. B. Grow. Lace Pillow and Bobbin for making Eng. Thread Lace; Miss Lillie B. Hendrick. Two Worked Lace Tidy's; Mary E. Hendrick. One handsome Lace Scarf; Mrs. C. O. Mellen. 20 Th'd Lace made in England, by a lady 80 years old; Mrs. E. E. 21 Hendrick. A stylish Peleerine of 40 years ago; Miss E. Weston, Bethany, Pa. Lace cape, over 40 years old; Mrs. D. N. Lathrop. Lace, 50 years old; Mrs. Schenzer, 24 Tatting thread lace set; Miss Jessie Peck. Old style lace scarf; Mrs. D. N. Lathrop. Lace and satin pillow sham; Dr. Avery. Lace centre for bedstead: Dr. Avery Black thread lace barb; Mrs. E. M. Peck.
Lamp shade cover; Mrs. Dr. Dusinberre, Honesdale, Pa.
Fire screen; Rev, E. D. Bryan. Very handsome tapestry rug; Mrs. Dr. Avery, Honesdale, Pa. Turkish table cover; Miss Dimmick, Honesdale, Pa. Two cashmere shawls; Rev. Wyckoff, Olyphant, Pa. Applique sofa pillow; Mrs. G. L. Dickson, Scranton, Pa. Sofo pillow are Mrs. P. V. 32 33 Sofa pillow cover; Mrs. Dr. King. Broche shawl, (52 years old) Mrs. Bowen. Tea cosey; Mrs. Andrew Watt.
Tea cosey; Mrs. Lewis Pughe, Scranton.
String for chair: """ 39 Stripe for chair; Handsome bead picture; Mrs. Honold. Stripe for afghan; Mrs. E. E. Hendrick. Three pieces of worstead work; Mrs. Dr. King. 43 Silk and velvet sofa pillow; Mrs. D. Yarington. Baby's afghan; Mrs. T. J. Ham, Honesdale, Pa. Worsted sofa pillow with bead embroidery; Mary E. Whitney, Honesdale, Pa. Embroidery for sofa pillow and stool; Mrs. Lewis Pughe. Couche afghan; Mrs. Dusinberre, Honesdale. Carriage afghan; Mrs. G. L. Dickson. Silk embroidery on velvet; (100 years old) Mrs. Isaiah Snyder. Two pieces of fancy work, worked by Mrs. Van Bergen's mother, in 1812; Mrs. Van Bergen. Silk quilt; Mrs. Dr. Ottman. Java canvas tidy; Mrs. R. W. Ham. Very handsome embroidered pillow shams; Mrs. W. H. Dimmock, Honesdale, Pa. Crochet thread tidies; Misses Voyle. Toilet set; Mrs. W. M. Johnson. Toilet set; Miss Graves. 57 Applique table cover; Mrs. Andrew Watt. One set braided sham; Mrs. Josiah Mills.

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    Embroidered skirt; Mrs. Josiah Mills.
    Patchwork quilt, containing several thousand pieces, Mrs. Josiah

                         Mills.
Java canvas tidy: Mrs. R. Manville.
Netted shawl; Mrs. D. N. Lathrop.
China crape shawl, sent from China to England in a cocoa-nut shell seventy years ago; Mrs. Ann Walker.
Embroidered handkerchief; Emma M. Patmore, Honesdale, Pa.
Infant's fancy sacque; Miss Stephens, Honesdale, Pa.
Handsome table cover (applique on satin); Mrs. Wm. Hallstead,
Scranton, Pa.
                         Very handsome tidy, No. 1 (Kensington embroidery); Mrs. Wm. Hallstead, Scranton, Pa. Very handsome tidy, No. 2; Mrs. Wm. Hallstead, Scranton, Pa. Cushion and mats; Mrs. Wm. Hallstead, Scranton, Pa. Fancy table cover; Mrs. Wm. Hallstead, Scranton, Pa. Very handsome Kensington embroidery; Mrs. Belle Saxton,
                           Scranton, Pa.

Kensington embroidery, done by Mrs. Saxton's mother in 1816.

Table cover (Kensington embroidery); Miss Nellie Kingsbury,
                       Kensington embroidery, done by Mrs. Saxton's mother in 1816.
Table cover (Kensingtoa embroidery); Miss Nellie Kingsbury, Scranton, Pa,
Embroidered towels; Mrs. I. E. Whitney, Honesdale, Pa.
Handsome cushion; Ella Voyle.
Embroidered slippers; Mrs. Belle Saxton, Scranton, Pa.
Chinese slippers; S. B. Mills, Jr.
Satin handkerchief case; Mrs. E. E. Hendrick.
Fire screen (Chinese embroidery); Mrs. Andrew Watt.
Fire screen (Chinese embroidery); Mrs. Samuel Mills.
Feather fan; Miss Ruth Arnold.
Tortoise shell fan; Mrs. James Stott.
Feather Fan; Mrs. C. O. Mellen.
Solid silver (tete-a-tete) set; Mrs. Andrew Watt.
Collection of feather flowers; Mrs. Mills.
Feather wreath; Mrs. William Histed.
Broom holder; Mrs. Josiah Mills.
Jopanese tidy; Mrs. Thomas Moore, Scranton, Pa.
Two brackets and lambrequins; Mrs. R. I. Bartlett.
Worked canvas lambrequins; Mrs. R. I. Bartlett.
Worked canvas lambrequins; Mrs. S. A. McMullen.
Two fancy lambrequins; Mrs. Ella Voyle.
Lambrequin—applique; Mrs. E. M. Peck.
Elegant Persian shawl; Mrs. C. F. Young, Honesdale, Pa.
Painted silk and lace jidy; Mrs. R. W. Ham,
Handkerchief (cocoanut fibre, from India); Rev, Wyckoff, Olyphant, Pa.
Two Delhi scarfs, from India.
    83
84
    87
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                        Handkerchief (cocoanut abre, from India); Kev, wyckoff, Olyphant, Pa.
Two Delhi scarfs, from India.
India scarf; Mrs. Andrew Wait.
Japanese tidy; Mrs. Dr. Dusinbetre, Honesdale, Pa.
Twelve yards Japanese silk (for sale); Rev. Wyckoff, Olyphant.
Handkerchief box, painted by Mrs. J. W. Marcy.
Two embroidered satin and lace tidies; Mrs. William Weston,
                       Two embroidered satin and lace tidies; Mrs. William We Honesdale, Pa.
Rampore Chudar; Rev. Wyckoff, Olyphant, Pa.
Fire screen, King of Thule; Rev. E. D. Bryan.
Sandalwood box; Mrs. S. B. Mills.
Ancient cameo pin; Mrs. R. Manville.
Jet bracelet, with cameo stone; Mrs. R. Manville.
Mourning ring, one hundred years old; Miss Mary Burr.
Silver card case; Mrs. J. B. Van Bergen.
Engraved gems; Mr. L. A. Bassett.
Bracelets (English), eighty years old; Mrs. Ann Walker.
Silver needle case, from Germany; Mrs. Widemayer.
Buckle (English), eighty years old; Mrs. Ann Walker.
Florentine Viniagrettes; Mrs. E. A. Penniman, Honesdale.
Carved marble cross; Mrs. E. A. Penniman, Honesdale.
Silver cream pitcher and parringer; Mrs. M. J. Stott.
Cameo pin;
 IOI
  102
 103
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 107
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  112
  113
  115
                           Silver cream pitcher and particle and Cameo pin; "Carved ivory card case; Chinese fan; Mrs. S. Mills. Chinese dice-boxes; Mrs. S. Mills. Chinese hankerchief; Mrs. J. W. Marcey Chinese card-case; "To P Manyill
  117
  119
  121
                           Chinese card case;

Spanish hair ornaments; Mrs. R. Manville.

Chinese slippers; Mrs. Samuel Mills.

Set of solid silver spoons, 200 years' old; Mrs. C. F. Young,
  123
  125
                         Set of solid silver spoons, 200 years old; Mrs. C. F. Young, Honesdale.

China tea cady; Mrs. Dr. Foote, Archbald.

Tortoise shell fan; Mrs. Andrew Watt.

Chinese bamboo chain; Mrs. Richtmyer, Honesdale.

Child's portrait painted in a shell; Mrs. T. H. Ham, Honesdale.

Fancy necklace, given to Mrs. VanBergen's mother 50 years' ago.

Japanese box; Egerton.

Stone picked up from Waterloo; W. L. Yarrington.
  130
133. Pitcher from Centennial; Mrs. R. W. Graves.
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134. Bead purse; Mrs. R. Bartlett.

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Silver spoons 110 years' old; J. Robinson.

Bead pouch; S. E. Raynor.

Needle case from Rome; Miss Jennie Graves.

Dresden chins; Egerton.

Cross entwined by hair flowers; Mrs. H. Grinnell.

Carved ivory fan; Miss Kate Egerton.

Bead pocket worn by Mrs. R. W. Graves, 45 years' ago.

Japanese old ivory carving; L. Egerton.

English coffee cup with holder of Abysinian silver; Miss Torrey.

Silver spoons over 100 years' old; Mrs. Lewsley.

Bead pocket; Mrs. G. L. Dickson, Scranton.

Wooden curiosity 200 years' old; J. Robinson,

Card receiver; Miss Kate Egerton.

Fan; Mrs. S. Arnold.

Specimen of coral; J. Robinson.

Japanese china, four cups and saucers; L. Egerton.

I ridesent glass; W. H. Richmond,

Antique buttons, stock 1837; Gillespie & Pierce.

Shoe worn by Chinese lady; Egerton.

Stone from River Jordan; Mrs. Arnold.

Carved wood card receiver; H. Bartlett.

Inkstand from Scotland; Mrs. Stott.

Old seal charm from Liverpool, 1831; Walker.

Chopsticks; Egerton.

Japanese onjum pipe: Egerton.
    143
    144
150
    152
   155
156
                                    Chopsticks; Egerton.
Japanese opium pipe; Egerton.
Japanese mitation tortoise shell tray and goblet; Egerton.
Japanese medicine case; Egerton.
Saucers made of wood from Banks of the Doon; Mrs. Stott.
    159
      161
                                         Saucers made of wood from Banks of the Doon; airs. Stoft.

Japanese napkin and pocket-handkerchief; Miss C. S. Mudge.

Chain and seal, guinea gold; Capt. McLeod.

Sandal wood box; Capt. McLeod.

Watch made 1839, for Capt. McLeod.

Tea spoon, 1800; Capt. McLeod.

Children's shoes, Hindoostan; Rev. Wyckoff.

Boy's """

"""
      165
    166
      167
                                             Boy's "Shepherd and Shepherdess," worked in silk by the grand mother
                                          "Shepherd and Shepherdess," worked in silk by the grand-mother of Mrs. Dr. Charles Burr.
Slipper worn by the grand-mother of Mrs. Dr. Charles Burr.
Tea pot 100 years old; J. Herbert.
Chinese curiosity; Mr. F. W. Mills.
Jewelry made from tiger c'aws, India; Mrs. F. W. Mills.
Medallion coined in 1797, brought with chain from Germany;
Mrs. Wm. Widemayer.
Carved ivory card case from China; Mrs. F. W. Mills.
Cribbage box from China; Mrs. F. W. Mills.
Carved wood card case from China; Mrs. F. W. Mills.
Three table trays from Japan; Mrs. F. W. Mills.
A piece of swallow tail coat worn by Sir Oliver Cromwell, who died 220 years ago.
       168
         168
       169
       170
       177
                                            died 220 years ago.
Tobacco box from China; Mrs. F. W. Mills.
Jewelry box from India; Mrs. F. W. Mills.
Jewelry case from Japan; Mrs. F. W. Mills.
Style of clasp used, also hooks and eyes of 50 years ago; Mrs.
         178
                                     A. Walker.
Photographs from Japan; Mrs. F. W. Mills.
 A. Walker.

Photographs from Japan; Mrs. F. W. Mills.

China;

      182
                                                 Quilt, patchwork, made of calico, bought in 1812; Mrs. Geo. Hall. Bedspread, 100 years old, manufactured by Ruth Hurlburt's grandmother; Dr. A. E. Burr.
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- 211

- Patchwork, 100 years old; Miss Florence Baldwyn.
 Knitted lace cap; Mrs. Arnold.
 Embroidered chair; Mrs. G. L. Dickson.
 Cashmere shawl, worn in 1830; Hrs. C. W. Smith.
 Knitted Quilt; Mrs. Dr. Otis Avery, Honesdale.
 Infant's hood, for sale; Miss Carrie Smith.
 Worsted Afghan; Miss Carrie Smith, Honesdale.
 Two hand screens; Mary Carpenter.
 One lamp screen, Japanese; Mrs. Andrew Watt.
 One lamp screen, Beadwork; Miss Annie Wilber.
 Drinking horn, 200 years old; Mrs. Richtmyer.
 Silver sugar tongs, 75 years old; Mrs. W. B. Grow.
 Silver spoon, 75 years old; Mrs. C. P. Hendrick.
 Very curious Japanese bracelets; Miss Kate Egerton.
 Two chinese scarfs; Miss Kate Egerton.
 One iron stand, with painting of Sir Walter Scott; Egerton.
 One Japanese stand, very unique; Egerton.
 Wax work, "God bless our Home," by Mrs. Lewis, Chicago; Mrs.
 G. S. Chase. G. S. Chase. 222
- Oriole's nest and bird; Miss Lydia A. Stevens, Honesdale, Pa.
 Oriole's nest and bird; Miss Lydia A. Stevens, Honesdale, Pa.

INDIAN AND SEA RELICS.

Part of Dr. Hollister's collection of Indian Relics from Wyoming, consisting of War and Agricultural Implements and other

WAR IMPLEMENTS.

Death Maul, Tomahawks, War Clubs, Battle Axes, Spear Heads, War Arrow Points, Arrow Points for large and small game, Scalpers, Scalping Stones, Double Edge Scalping Stone, Stone Knives, Armlets, Javelins, seventy-eight varieties of perfect Spear and Arrow Points, Blood Cup, War Stones, Spear Points (rude and broken) for hunting purposes, Poisoned Spear and Arrow Points, Musket Flints, Stone Whistle, Beads used in trading, and Stone Pipes taken in war.

AGRICULTURAL

Pestle and Mortar, Stone Pick, Stone Hoe and Corn Planters, Whetstone, modern and ancient Indian Pipes, Corn Pounder, Indian Pestles of different kinds, and Indian Gouge; also Medals used by the Indians as passes, Beads of various kinds (taken from the Indian burial places in Wyoming), Finger Bones of Indians supposed to be over 100 years' old.

SEA PRODUCTIONS AND MINERALS

Collection of Shells, collected at Nassau by Mrs. Albright and also several Star Fish, property of Dr. Hollister; Shells and Minerals, property of Mrs. D. G. Smith; Minerals, property of E. Dolph, Scranton; Shells and Minerals, property of M. B. White; Shells and Minerals, property of Capt. E. McLeod; Shells, property of Mrs. Abbott.

In the case with (Dr. Hollister's) Indian Relics will be found a Lamp from the Ruins of Pompeii, property of Miss Dimmick, of Honesdale.

In Rev. Mr. Wyckoff's Collection will be found the following (all from Hindoostan): Pipe used by Natives, Pictures of Egypt. ian Costumes, an Idol Temple, Dancing Girls and Musicians; and also of places of interest.

Model of Hindoo Grist Mill; Letter written in the Hindoo language; Reed Pens as used by the Prophets; Work Box made of sandal wood; Paper Knife made of sandal wood; Writing Desk made of sandal wood; Picture Frame made of sandal wood (cut by hand); Card Stand made in Cashmere, India; Bracelets, Anklets, Toe and Ear Rings from India; Chaplet of Beads used by the Prophets.

IDOLS.

The God Kushna; the God Garresh, or God of Wisdom; Cup and Bell-the cup used for offerings and bell used for waking the gods when asleep.

Grass from the Himalaya Mountains; Work Box made by the natives out of straw; Ivory Letters and Napkin Ring, made by hand in Delhi; and many other curious as well as interesting productions by the natives.

Mahommedan Priest's Robe, brought from Senegambia, Africa, in 1845, all native work. Cotton raised, spun and woven by the native women, fourteen widths of cloth, in sleeves; Embroidery and Sewing, will bear close examination, from Miss E. Weston,

Saddles from Brazil, Dr. Gibbs; Norwegian Sword, Mr. Neilson, Honesdale; Ladies' Wooden Shoes, from Holland; part of Rock of Gibraltar, Mrs. G. Wilber, Honesdale.

CERAMICS AND MINERALS.

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CERAMICS AND MINERALS.

Holland platter, used 200 years ago; Rev. B. D. Bryan.
Candle stick, 100 years old; Mrs. R. Maxwell.
One pair brass candle sticks, over 100 years old; Mrs. F. C. Davis.
One pair brass candle sticks, over 100 years old; Mrs. P. C. Davis.
Brass tea kettle; Miss Maggie Love.
Brass tea kettle; Miss Maggie Love.
Brass tea kettle; M. White.
Copper tea kettle, 150 years old; Dr. H. G. Keefer.
English tea pot, made in 1770; Tho. Charlesworth.
English pitcher, 100 years old; Mrs. P. P. Brown.
Tea pot, very old; Mrs. J. Birkett.
Small iray; Mrs. Brown.
Small iray; Mrs. Brown.
Large Japan tray, over 100 years old, once the property of Sir Sam'l Floodyear, of Wales, now the property of Mrs. B. Howen.
Decorated yas; Mrs. A. Wyllie.
Decorated yas; Mrs. A. Wyllie.
Coffee urn, over 30 years old; Mrs. Scheuzer.
Glass pitcher, very old; Mrs. McMillan.
Francy pitcher; Wm. Nicol.
Black tea pot; Mrs. Wm. Nicol.
Two Energy the Wm. Nicol.
Two Energy the Wm. Wm. Nicol.
Two Buncy china cup and saucer; Mrs. J. B. Van Bergan.
China cup and saucer; Mrs. J. B. Van Bergan.
China cup and saucer; Mrs. J. B. Van Bergan.
China cup and saucer; Mrs. J. B. Van Bergan.
China cup and saucer; Mrs. J. B. Van Bergan.
China cup and saucer; Mrs. J. B. Van Bergan.
China cup and saucer; Mrs. J. B. Van Bergan.
China cup and saucer; Mrs. J. B. Van Bergan.
Elieph blue platter; Mrs. Grathercole.
Blue platter; W. Nicol.
                 33. Sugar bowl used by Mrs. Marcy's grandmother over 80 years.
34. Fancy tea pot; Mrs. J. Campbell.

35. One pair fancy goblets; Mrs. F. C. Davis.

36. Pitcher, 15 years old; Mrs. E. E. Hendricks.

37. Tee pot. ewned and used by Mrs. Grennell, Mr. E. K. Norton's mother, in 1819, at Winchester, Conn.

38. Chins pet, belonging to Miss Mary E. Morgan, brought from Wales in 1812, at Winchester, Conn.

39. Chins pet, belonging to Miss Mary E. Morgan, brought from Wales in 1812, at Winchester, Conn.

30. Chins pet, belonging to Miss Mary E. Morgan, brought from Wales in 1812, at Winchester, Chins goblet, over 1800, when H. Richmond.

30. Chins goblet, over 1800 years old; Mrs. John Chiton.

31. Tee cannister which belonged to Mrs. Wm. H. Richmond's grandmother before 1800.

32. One cruise wine glass and sait cellar; Mrs. Doiph.

33. Brought of the cannister which belonged to Mrs. Wm. H. Richmond's grandmother before 1800.

34. Teac annister which belonged to Mrs. Wm. H. Richmond's grandmother before 1800.

35. Green sugar bowl, bought in Carbondale, 1810; Mrs. Waterman.

36. Fancy Chins cup, seucer and slop bowl, brought from England; Mrs. Edward Perkins.

37. Capam and water pitchers and sugar bowl, 150 years old; Mrs. J. Birkett.

38. Engraved mug; Mrs. J. Chilton.

39. The sacy pitchers, seventy-8ve years old; Mrs. May.

30. De Sacy pitcher, brought from England by Mrs. Wm. Lindsay, dec'd, and murtile about soo years old.

37. Two fancy pitchers, over fifty years old; Mrs. J. Stuart.

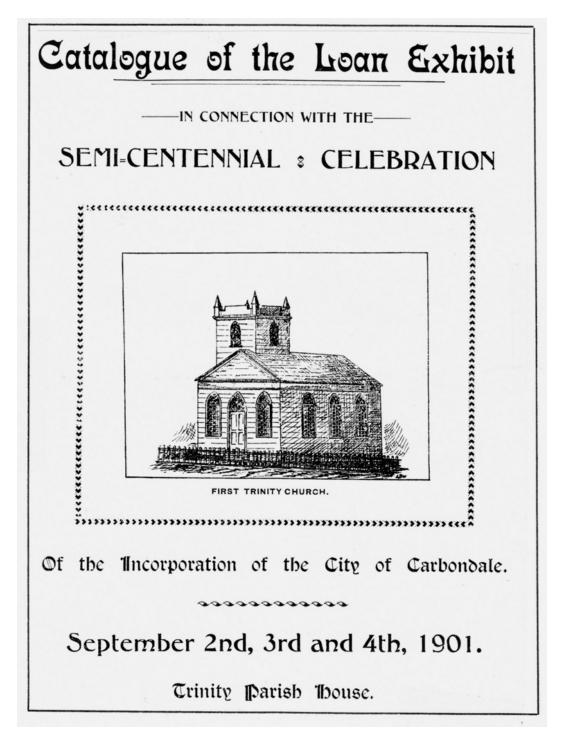
38. The super 
                    34. Fancy tea pot; Mrs. J. Campbell.
                 35. One pair fancy goblets; Mrs. F. C. Davis.
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6 Vancy China plate, one hundred and 6fty years old; Rev. C. Wilson Smith.
7 China vane, forty years old; Mrs. J. W. Marcy.
8 China suppers from England; Rdith Moon,
8 English offee cup and saucer, over eighty years old; Mrs. Ann Walker.
9 Part China mugy, Mrs. Bdd. Mrs. J. Hill.
10 China dungy, Mrs. Bdd. Mrs. J. Hill.
11 China cup; Mrs. Bdd. Mrs. J. Hill.
12 China dungy, almost one hundred years old; Mrs. B. Perkins.
13 Two gias plates, very old; Mrs. E. J. Strickland.
14 Two gias plates, very old; Mrs. E. J. Strickland.
15 Two gias plates, very old; Mrs. E. J. Strickland.
16 China cup; and saucer, one hundred years old; Mrs. E. J. Strickland.
17 China cup and saucer, one hundred years old; Mrs. E. D. Stuart
18 Mbosed China cup, made in Rigiand, 1898; and presented to Thos. Orchard, very fine.
19 China cup and saucer, made and decorated with monogram in England, 1898; J. Two gias and the saucer of the cup and saucer, were fity years old; Mrs. E. Bowen.
19 Cup had mucer, over one hundred years old; Mrs. B. Bowen.
20 China cup and saucer made and decorated with monogram in England, 1898; J. Two gias and the saucer of the cup and saucer, bength 1891; Mrs. H. Grinnell.
20 Tea cup and saucer, bength 1891; Mrs. H. Grinnell.
21 China cup and saucer, bength 1891; Mrs. H. Grinnell.
22 China cup and saucer, sighty years old, belonging with Sir Floodyear's tray; Waley, Wrs. Charles Parrish, Wilkes-Barrs, Ruth Pierce, in the Woming Yaley, Wrs. Charles Parrish, Wilkes-Barrs, Ruth Pierce, in the Woming Yaley, Wrs. Charles Parrish, Wilkes-Barrs, Ruth Pierce, in the Woming Yaley, Wrs. Charles Parrish, Wilkes-Barrs, Ruth Pierce, in the Woming Yaley, Wrs. Charles Parrish, Wilkes-Barrs, and presented to Rr. Thomas Voyle.
21 Strick of the cup and saucers, very fine, from the role of the cup and saucers, very fine,
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167. "Scotch Haggi:" W. Nicol.

168. A very fine collection of minerals from Colorado and elsewhere. Mr. & Mrs. A. L. Hunt.

A loan exhibition was mounted in Carbondale on September 2-3-4, 1901, on the occasion of the semi-centennial celebration of the incorporation of the City of Carbondale on March 15, 1851. Here is the catalogue of that exhibition:



Catalogue.

White and gold china, 75 years old, loaned by Mrs. R. B. Van Bergen.

2 Blue cup and saucer and soup plates, 100 years old, Mrs. R. B. Van Bergen. 3 Two cups and saucers, rose-bud pat-tern, 100 years old, Mrs. R. B. Van

4 Blue and white pitcher and sugar bowl, 60 years old, Mrs. R. B. Van Bergen.

5 Calash, belonged to R. B. Van Bergen's grandmother, 1834, R. B. Van-Bergen.

6 Jet necklace, 70 years old, belonged to R. B. Van Bergen's grandmother,

to R. B. Van Bergen s grandmeder, R. B. Van Bergen.

7 Embroidery on white satin, belonged to R. B. Van Bergen's grandmother, 1812, R. B. Van Bergen.

8 Ecby cap, worked by R. B. Van Bergen.

gen's paterna Van Bergen. paternal grandmother, R. B.

9 White lace, made by R. B. Van Ber-Bergen's paternal grandmother. R. B. Van Bergen's mother's wed-

ding dress.

II R. B. Van Bergen's mother's wedding shoes. R. B. Van Bergen's grandmother's

wedding gloves.

13 R. B. Van Bergen's grandmother's mi:ts.

14 R. B. Van Bergen's first suit of clothes, embroidered by his mother. 15 R. B. Van Bergen's blouse, embroid-

ered by his mother. 16 R. B. Van Bergen's baby dress, made

16 R. B. Van Bergen's baby dress, made by his grandmother.
17 Beaded bag, over 100 years old, belonging to R. B. Van Bergen.
18 Fan, 65 years old, belonging to R. B. Van Bergen's mother.
19 Butter and cheese knives, 75 years old, belonging to R. B. Van Bergen's grandmother.
20 Sampler made by R. B. Van Bergen's grandmother, 1806.
21 Blue and white tea pot, 1842, Mrs. Ella Stevenson.

Ella Stevenson. 22 Old English caster, 100 years old,

Miss Blanch Arnold. 23 Japanese dish, over 200 years old,

Miss Blanch Arnold.
24 Great grandfather's and grand-mother's silhouettes, Miss Blanch

Arnold.

25 Picture Trinity church, Mrs. R. Manville.

26 Chimisette embroidered by Mrs. R. Manville's mother.

27 Old English pitcher, 175 years old, belonging to Mrs. Samuel Moon's great grandmother. 28 English Guinea scales, 150 years old,

Mrs. Samuel Moon. 29 Mirror, 76 years old, Mrs. Rebecca

Arnold.
30 Fan, Mrs. Rebecca Arnold.
31 Workbag, "
32 Sampler worked by Mrs. Jas. Dickson, leaned by Mrs. J. B. Van Bergen.
33 Old edition of Psalms, Mrs. M. R.

34 Bead bag, made by Lidia Steere, 70 years old, loaned by Mrs. B. H. Abbott.

35 Beads, made by Mary Francis Steere 70 years old, loaned by Mrs. B. H. Abbott.

36 Musselman's slipper, loaned by Rev. B. H. Abbott.

37 Dagger, taken from rebel steamer Alabama, sunk by Northern vessel in 1864, Rev. B. H. Abbott.

Sermon, written by grandfather, Rev. B. H. Abbott. 38 Sermon, Sermon, author unknown, 1745, Rev. B. H. Abbott.

40 Testaments, in 2 vols., 1754, Mrs. Maria Farrer. 41 Washington Almanac, 1811, Mrs.

Faerer.

Cup and saucer, brought from New Orleans, 1831, by Mrs. E. P. Burke's

Old fire-screen, King of Thule, worked by Mrs. E. D. Bryan.

44 Work table, over 50 years old, Mrs. . E. Burr.

Dr. Sweet's sugar bowl, loaned by Mrs. W. Burr.

46 Two glass decanters, 50 years old, Mrs. W. Bowers. 47 China figure, Mrs. W. Bowers. 48 French embroideries, made by Mrs.

E. Burr's mother.

Venetian marble clock, over 100 yrs. old, Mrs. J. E. Burr. 50 Black satin skirt, over 50 years old,

Mrs. J. E. Burr.
Pink and grey silk dress, 60 yrs. old,
Mrs. J. E. Burr.
Black silk shawl, 100 years old, Mrs.

Clarkson.

61 Cradle made for Jemima Clarkson over 70 years ago, Edward Clarkson.

62 Black and white cup and saucer, 125 years old, Mrs. R. A. Jadwin.

63 Baby cap made by Mrs. R. A. Jadwinis organdwather.

win's grandmother. 64 Gravy dish and plate, very old, Mrs. 109

68 Drinking cup, 150 years old, Mrs. P.

72 Pair linen pillow cases, spun and woven by Mrs. W. A. Manville's

woven by Mrs. W. A. Manville's grandmother.
Pair linen stockings, spun and knit by Mrs. W. A. Manville's grandmother.
Cow milk pitcher, 150 years old, Mrs.
Oscar G. Mergan.

74 Cow milk pitcher, 150 years old, Mrs. Use than 100 years old, Mrs. J. E. Burr. Oscar G. Mcrgan.

75 Old Bible, 1826, Mrs. Thos. Orchard.

76 Bolt from man-hole of Stourbridge 122 Cut glass salt dish, """

Lion, Mrs. Frank Orchard.

77 Black sugar bowl brought to Wayne county 1809, belonged to Mrs. E. M. Peck's grandmother.

78 Silver knee and shoe buckles belonging to Robert Ledyard, a Revolutionary soldier, Mrs. Peck's grandfather.
79 Old sword, 1821, Mrs. I, T. Pethic.
80 Canteen, War 1812, """

Five frames of coin and script, Mrs. S. E. Raynor.

82 First stove used by Mrs. Nathan Raynor, Mrs. S. E. Raynor. 83 Chair bought in 1823, Mrs. S. E.

Raynor. 84 Old brass watch, 1819, Mrs. S. E.

Raynor.

85 Coffee pot in use early in 19th century, Mrs. S. E. Raynor.

86 Two pewter plates, eart of Communion set, 200 years old, Mrs. Stott.

87 Two tortoise-shell combs, 100 years

old, Mrs. James Stott.

White cotton shawl belonging to Mrs. Stott's grandmother.

Silver cream pitcher, Mrs. Jas. Stott. Silver porringer, ""
Blue and white bowl, ""

Decanter, 100 years old, Mr. Stott.
Johnson's Dictionary,very rare,
Mathematical book, 1704,
Old Bible, second edition King
James, 1620,
Kearsley Peerage, 1796
Gold pur sent from Call 1886 by Nr.

Gold pin sent from Cal. 1849 by Mrs. Stott's brother. Cameo brooch, 100 yrs. old, Mrs. Stott.

52 Black silk shawl, 100 years old, Mrs. J. E. Burr.
53 Black and grey shawl, 100 years old, Mrs. J. E. Burr.
54 White embroidered shawl over 100 years old, Mrs. J. E. Burr.
55 Black thread lace veil, over 100 years old, Mrs. J. E. Burr.
56 Blue and white silk tissue, 60 years old, Mrs. J. E. Burr.
57 Black thread lace veil, Mrs.J.E. Burr.
58 Black lace shoulder shawl """
59 Tortoise shell thimble case ""
60 History of England, 1730, Edward Clarkson.
61 Cradle made for Jemima Clarkson over 70 years ago, Edward Clarkson.
62 Plack and white cup and saucer, 125 106 Decanter, """
64 Plack and white cup and saucer, 125 106 Decanter, ""
65 Plack and grey shawl, 100 years old, Mrs. J. B. Van Bergen.
66 Plack and grey shawl, 100 years old, Mrs. J. B. Van Bergen.
67 Plack and grey shawl, 100 years old, Mrs. J. B. Van Bergen.
68 H. time-table in effect May, 1875. J. F. Wheeler.
69 Cameo brooch, 100 yrs. old, Mrs. Stott.
69 Cameo brooch, 100 yrs. old, Mrs. Stott.
60 Lise of platform of John Brown's scaffold, Mrs. J. B. Van Bergen.
610 N. W. H. time-table in effect May, 1875. J. F. Wheeler.
611 First Honesdale Gravity time-table, August 9, 1896, J. F. Wheeler.
612 First book kept for D. & H. company in this section, containing accounts with contracts for the construction of the Gravity R. R., 1828 and 1829.
613 Clarkson.
614 Clarkson.
615 Clarkson.
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619 Clarkson.
610 Clarkson.
610 Clarkson.

106 Decanter, " 107 Cup and saucer, 1825, ..

108 Blue and white cup and saucer, 1750, Mrs. J. F. Wheeler. 109 Pink and white cup and saucer, 1800,

64 Gravy dish and plate, very old, Mrs.
R. Jadwin.
65 Gravy bowl, 65 years old, Mrs. P. S.
Joslin.
66 Amber glass dish, 65 years old, Mrs.
P. S. Joslin.
67 Two glass cup slides, 65 years old, Mrs. P. S. Joslin.
68 Drinking cup, 150 years old, Mrs. P.

68 Drinking cup, 136 years.
S. Joslin.
69 Old spectacles, 1769, loaned by Mrs.
T. Jennie Kohl.
70, Candle stand, belonging to Mrs. J.
W.Burnham, 1817, Mrs.W.P.E.Morss.
71 Old spinning wheel, Mrs. W. A.
113 Bine and white algebra two cups and saucers, 1750, Mrs.E.A.
Wheeler.
114 Muff, 1830, Mrs. C. C. Wheeler.
115 Sampler, 1807, " " "
116 Tea set, 1805, Miss Wells.
117 Bead bag made by Leonore Farrer in 1838, loaned by her granddaughter,

1838, loaned by her granddaughter, Mrs. Alworth.

118 Pair silver candle sticks and snuffer, 100 years old, Mrs. J. E. Burr. 119 Cut glass dish and celery stand, more

"103 First book kept for D. & H. company in this section, containing accounts with contracts for the construction of the Gravity R. R., in 1828 and 1829."

"104 Account book of James Archbald, the first Sup't of D. & H. C. Co., 1829."

123 Coffee cup and saucer holding a pint, 168 Key to Book on Architecture, Mr. 100 years old, Mrs. J. E. Burr. R. Hughes.

124 Tea cup and saucer, 100 years old, 169 Copy-book of Thomas Bonner, 1757, Mrs. J. E. Burr. Mrs. P. C. Critago, Mrs. R. Hughes. 125 Bead purse, 1848, Mrs. P.C. Gritman. 126 Pitcher, 100 yrs. old " Bugle that led first band in Carbondale, 1838, D. G. Smith.
 Wedding slipper of Mary Ann Smith, 1832, Mrs. Gritman. Cloak embroidered by Mrs. Gritman Tally sheet of first election in Carbondale city, 1851. P. C. Gritman.
Invitation of school directors to councils to join in first city collaboration.

cils to join in first city celebration, 1851, P. C. Gritman. 132 Petition for removal of barns from parade grounds for city hall, P. C. Gritman.

133 Rebel cap, gun, bayonet and canteen picked up by Mr. Gritman at battle of Antietam.

134 Cup and saucer brought to Carbonbondale in 1829 by Captain Smith, Mrs. Gritman's grandfather. 135 First door bell hung in Carbondale, Mrs. W. P. E. Morss.

Picture, loss of Richmond Hill, Mrs. 182 W. P. E. Morss. 137 Warming pan, 138 Set of embroidery done by " " Warming pan,

140 Glass hat made in Dundaff factory,

143 Globe from old Pressychal.

Miss Eliza Conron.

144 Tray, 75 years old.

145 Brass kettle, over a hundred years 187 old,

Mrs. J. E. Burr.

146 Pewter platter, 225 years old.

158 Coffine roaster, 100 years old.

188

147 Coffee roaster, 100 years old. " 148 Old Scotch bellows, 75 years, Mrs.

Robert Brodie. 149 Toast rack, 1830, Mrs. Robert Brodie. 150 Goldsmith's View of the World, 1849,

Mrs. Michael Cannon. 151 Shakespeare, over 100 years old, Mrs. 189 Michael Cannon.

152 Platter, over 112 years old, Mrs. 190 Frank Coons.

153 Bible, 67 years old, Mrs. Frank Coons. 191 154 Sampler, made by Mrs. Coons mother, 1850, Mrs. Frank Coons.

155 Old autographs, framed, Mr. Frank

Curtis' grandmother, 1825.
161 Spread wove by Alfred Darte, Sr.'s mother, loaned by Mrs. Herring.
162 Chair over 70 years old, loaned by

Mrs. Herring. 163 Small trunk in Judge Alfred Darte's possession for 75 years, loaned by

Mrs. Herring. 164 Spoon belonging to Mrs. Herring's grandmother.

165 Bell used by Alfred Darte when teacher at White Bridge schoolhouse. 166 Masonic apron made by Mrs. Herring for her father 40 years ago.

167 Book on Architecture, 1717, Mr. Reese

Hughes.

 170 Aenid of Virgil, 1740, Mr. R. Hughes.
 171 Bayonet of Gettysburg battlefield, 209
 1863, Mr. R. Hughes Sampler done when 9 years old, Miss

Elsie Love. Small picture of Helen D.Blanchard, first child born in Carbondale, Mrs. 211

belonging to her great-great grandmother, Mrs.W. P. E. Morss. Bible, 100 yrs. old, Francis Masters.

Wash bowl and pitcher, Mrs. Alfred 216

180 Cream pitcher, 91 years old, Mrs. Alfred Pascoe.

Carbondale,
Carbondale,
181 Vase from England. 60 years old,
182 Ambrotypes of Mr. and Mrs. John
Watt, Mrs. Alfred Pascoe.

Mrs. Morss.
183 Sugar bowl, over 100 years old, Mrs.
Shelly.

Lors Mors and Mrs.
184 Rocking chair, 100 years old, Mrs.
185 Harriet Raynor.
225 Bible, 1794.
226 Almanac, 1795.
227 Bible, 125 years old containing record

139 One-half dozen Olympia-ware dinner
140 Glass hat made in Dundaff factory,
141 Ink stand, very old, Miss Eliza Conron.
142 Piece af glass from Dundaff factory,
143 Globe from old Presbyterian church,
144 Globe from old Presbyterian church,
145 Brass kettle, over a hundred years
144 Tray, 75 years old.
145 Brass kettle, over a hundred years
144 Mrs. J. E. Burr.
158 One-half dozen Olympia-ware dinner
158 Dales, bought in Carbondale 50 yrs.
158 Jackawanna Journal, Jan. 31, 1851,
158 Janes Thompson.
158 One-half dozen Olympia-ware dinner
158 Jack to plates, bought in Carbondale 50 yrs.
158 Jack to plates, bought in Carbondale 50 yrs.
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158 Jack to plates, bought in Carbondale 50 yrs.
158 Jack to plates, bought in Carbondale 50 yrs.
158 Jack to plates, bought in Carbondale 50 yrs.
158 Jack to plates, bought in Carbondale 50 yrs.
158 Jack awanna Journal, Jan. 31, 1851,
159 Containing an account of the mar159 Portrait of Miss Wentzel, great grand
159 One-half dozen Olympia-ware dinner
159 Jack to plates, bought in Carbondale 50 yrs.
158 Jack awanna Journal, Jan. 31, 1851,
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159 Jack to plates, bought in Carbondale 50 yrs.
159 Jack to plates, bought in Carbondale 50 yrs.
159 Jack to plates, bought in Carbondale 50 yrs.
159 Jack

Miss Wentzel, loaned by Mrs. R. H.

Tralles.

188 Basket of strawberries, worked in sadler's silk,130 years old; match safe from England, 46 years ago; cup and saucer, bought on battle field in Gettysburg, 38 years old, Mrs. Vrezland. land.

Rocking chair, over 100 years old, 233 Mrs. Harriet Watt.

Platter brought to this country 1820, 234 Mrs. J. J. Wade. Bible 286 years old. Mr. W. L. Yar-

rington. Canteen carried in Revolutionary 236

war, Mr. M. L. Yarrington.

Iron kettle, 120 years old, used by
Mrs. Ackerman's great grandmother

237 Bed spread knit by Mrs. Schentzer.

238 Tidies.

238 Bead bag made by Elizabeth Ralston

Mrs. Ackerman's great grandmother
194 Pitch pipe, made and used by Stephen
Marsh 65 years ago in the Methodist
church, Mrs. Ackerman.
195 Copy of first house in Carbondale,
where City station now is, occupied
by Deacon Jessup.
196 Cup, saucer, bowl and plate of old
set of chlan, green and gold.
197 Old gilver tearnet and stand.
239 Bead bag made by Elizabeth Ralston
over 100 years ago.
240 Silver cream jug owned by George
Palmer over a hundred years ago.
241 Silver sugar tongs, 5 generations
old.
243 Candlesticks owned by Geo. Palmer,
over 100 years old, loaned by Miss

197 Old silver teapot and stand.
198 Green and yellow cold water pitcher.
199 Pidgeon's blood hot water pitcher.
200 Old fashioned blue and white cologne

301 Stars Old, Real of Stars Old, Real ol bottle. 201 Old fashioned green cologne bottle,

Old fashioned green Cologic
Mrs. Charles Burr.
Mrs. English.
Iron candle stick, loaned by Mrs.
248 Materia Medica, 1788,
249 Military Tactics by Bonn Stuten,
1803, Dr. Fletcher.

Under-sleeve, 75 years old, Miss Gulick, Scranton.

206 Sampler, 75 years old, worked by

Mrs. Geo. L. Morss

207 Samples worked by Mrs. Geo. L. Morss' mother, 117 years ago. 208 Daguerreotype of Mr. and Mrs. G. L.

Morss, 1841.

Silhouettes of Gen. Jehiel Tuttle and wife, taken in 1800, parents of Mrs. G. L. Morss. 210 Picture of Trinity church, taken

years ago.

Accordeon over 60 years old. Mantilla, 55 years old, worn by Mrs. 212 G. L. Merss

Tray and snuffers, over 100 years old.

Sun glass over 100 years old.

215 Shawl over 70 years old. 216 Cup and saucer over 100 years old. 217 Salt spoon over 100 years old. 218 Two stools, worked by Mrs. G. L.

All loaned by Misses Amanda and

of Hiram Ledyard's family back to 1785, all leaned by Mrs. E. M. Peck.

230 Formations found in mines 25 years

ago, Mrs, Pedlar.

231 Doll's high post bed, originally owned by Lydia Taylor, Bordentown,

burned in 1850.

Silk embroidered suspenders, 52 years old, Dr. Roberts of Scranton. Pewter set brought from Prussia by Mrs. Schentzer 52 years ago; it is 70 veers old.

235 Box, 77 years old.

Apron.

245 First ben rung in D. & H. salep, and Amy L. Kinback.
246 Chair, 100 years old, property of Job Tyler of Hartford, Pa., Dr. Fletcher.
247 Life of Cotton Mather, 1729.

Cane made from Perry's flagship "The Lawrence," taken from Lake

Continued on next page

Erie by my uncle over 60 years ago, 267 Pitcher over 100 years old, Mrs. 281 Old English pitcher, Mrs. Frank Dr. Fletcher. Orchard. 252 Five cent Shin-plaster.
253 Confederate one dollar bill.
254 Fungus from anthracite coal mine, all loaned by Dr. Fletcher.
255 Arithmatic, 1839, T. K. Lee.
256 Cradle over 100 years old, Mr. Carroll.
257 Powder horns, 1770-1788, T.F. Berkley.
258 Boston Gazette, a Country Journal, 1770, G. B. Van Gorder.
259 Pewter pitcher 100 years old, G. R.
269 Small plate over 100 years old, Mrs. J. E. Burr.
270 Atlas, 81 years old, Mrs. J. E. Burr.
271 British Female Poets, 50 years old, Mrs. J. E. Burr.
272 Autograph album of Mrs. Bryan, 1836.
273 Tortoise shell comb half of original size, Mrs. J. E. Burr.
274 Mrs. J. E. Burr.
275 Poets from anthracite coal mine, all oaned by Dr. Fletcher.
276 Atlas, 81 years old, Mrs. J. E. Burr.
277 Autograph album of Mrs. Bryan, 1836.
288 Ottomans worked by Mrs. P. C. Gritman 50 years old, Mrs. S.E. Raynor.
289 Meat roaster, 80 years old, Mrs. S.E. Raynor.
280 Maet roaster, 80 years old, Mrs. S.E. Raynor.
280 Meat roaster, 80 years old, Mrs. S.E. Raynor.
281 Mary of Carbondale, 1851, P. C. Gritman 50 years old, Mrs. S.E. Raynor.
283 Meat roaster, 80 years old, Mrs. S.E. Raynor.
284 Mapping of Carbondale, 1851, P. C. Gritman 50 years old, Mrs. S.E. Raynor.
285 Powder horns, 1770-1788, T.F. Berkley.
286 Cradle over 100 years old, Mrs. J. E. Burr.
287 Autograph album of Mrs. Bryan i Sac.
288 Meat roaster, 80 years old, Mrs. S.E. Raynor.
288 Meat roaster, 80 years old, Mrs. S.E. Raynor.
289 Meat roaster, 80 years old, Mrs. D. E. Burr.
280 Mrs. J. E. Burr.
281 Mary of Carbondale, 1851, P. C. Gritman 50 years old, Mrs. D. E. Burr.
282 Ottomans worked by Mrs. P. C. Gritman 50 years old, Mrs. D. E. Burr.
284 Mary of Carbondale, 1851, P. C. Gritman 50 years old, Mrs. D. E. Burr.
285 Artitude over 100 years old, Mrs. J. E. Burr.
286 Powder horns, 1770-1788, T.F. Berkley.
287 Mary of Carbondale, 1851, P. C. Gritman 50 years old, Mrs. D. E. Burr.
288 Ancient prover foot, Mrs. D. E. Burr.
289 Pewter pitcher.
280 Atlas, 81 years old, Mrs. J. E. Burr.
280 Atlas, 81 years old, Mrs. D. E. Burr.
280

Yan Gorder.

259 Pewter pitcher 1co years old, G. B. 275 Warming pan 50 years old, Mrs. J. 287 Van Gorder.

260 Reel, Mrs. S. A. McMullen.

261 Copper lustre bowl, 260 years old, Sarah Bone.

277 Work bag over 100 years old, Mrs.

288 Sarah Bone.

278 Work bag over 100 years old, Mrs. 262 Wedding shawl, 58 years old, Sarah

T. J. Berkley. 263 Candle lantern, 264 Foot stove, 1799,

Certificate of communion, 1802, T. J. Berkley.

266 Sampler, 1804, T. J. Berkley.

Burr.

rewer cream jug, over 50 years old, Mrs, R. A. Benson.
Locket containing picture of Dr. John Conger, surgeon in the Mexican war, uncle of Mrs. J. E. Burr.
Calling cards used by Mrs. J. E. Burr's grandmother in New York,

Bryan.

277 Work bag over 100 years old, Mrs. J. E. Burr.

278 Brocaded silk shawl 150 years old, Mrs. J. E. Burr.

279 Fancy head crayoned by Mrs. E. D.

280 Bryan, Mrs. J. E. Burr.

290 Money of Bank of Dundaff, P. C.

380 Gritman.

288 Calling cards used by Mrs. J. E.

280 Cameo pin, Mrs. J. E. Burr.

290 Money of Bank of Dundaff, P. C.

Gritman.

PORTRAITS OF DECEASED RESIDENTS.

1 Mr. Joseph Isgar
2 Rev. W. H. Platt
3 Mr. W. P. E. Morss
4 Mr. W. W. Bronson
5 Mr. Otis Reynolds
6 Ex. Mayor Thos. Voyle
7 Judge D. N. Lathrope
8 Mr. John Watt
9 Mr. Clayton Hall
10 Mr. Washington Burr
11 Mrs. Martin Gilbert 11 Mrs. Martin Gilbert 12 Rev. E. D. Bryan 13 Mr. Martin Gilbert 14 Mr. Thos. Corby

15 Squire Dilton Yarrington
16 Hon. J. B. Van Bergen
17 Mr. Rollin Manville
18 Mr. Geo. L. Morss
19 Mr. S. E. Raynor
20 Mr. Chas. Smith
21 Mrs. Chas. Smith
22 Rev. Oliver Crane
23 Mr. Sam. B. Mills, Sr.
24 Mr. Thos. Gillespie
25 Mr. Wm. McMullen
26 Mr. Ensign
27 Ex. Mayor Jas. Archbald
28 Mr. Horace B. Burnham
29 Mr. E. B. Burnham
30 Mrs. J. W. Burnham
31 Mr. Tos. Archbald
34 Rev. B. W. Gorham
35 Rev. J. J. Owen
36 Mrs. P. C. Gritman
37 Mr. Alfred Darte, Sr.
38 Judge Alfred Darte
40 Mr. Chas. T. Pierson
41 Judge D. K. Morss
42 Mr. Andrew Watt

43 Mr. James Stott
44 Mrs. James Stott
45 Miss Fanny Stott
46 Mr. James Dickson
47 Mr. Thomas Dickson
48 Dr. Farnham
49 Mr. George Couch
50 Mr. Thos. R. Lathrope
51 Mr. James Clarkson
52 Mr. R. P. Patterson
53 Hon. S. S. Benedict
54 Mr. Marshall
55 Mr. Andrew Simpson 55 Mr. Andrew Simpson



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Lectures

Public lectures by a broad range of speakers, not only in large metropolitan centers and college/university towns, but also in small communities were a regular feature of life in nineteenth century America. It is not surprising, therefore, to learn that in February 1860 the distinguished editor of the *New York Tribune*, Horace Greeley, came to Carbondale and delivered a lecture titled "Great Men" in Richmond Hall, which was on the third floor of Richmond building at the southeast corner of North Main Street and Salem Avenue in Carbondale. The fact that such a lecture would be presented in Carbondale in 1860--which drew a large audience--is a good indication that quality of the intellectual environment here at that time was superior.

The following announcement of that lecture by Greeley was published in the *Carbondale Advance* of February 11, 1860, p. 2:

"HORACE GREELEY. / Editor of the *New York Tribune*, is expected to Lecture at Richmond's Hall on Thursday evening, February 16th. Subject, 'GREAT MEN.' / This we conceive to be one of cases in which it is only necessary to state the time and place to call out the people.--Greeley is one of the most remarkable men of the day—either in our own or any other country. He is an intense and independent thinker and one that impresses himself largely upon this age." (*Carbondale Advance*, February 11, 1860, p. 2)

In the *Carbondale Advance*, February 18, 1860, p. 2, there is an article titled "The Lectures," which not only contains a review of Greeley's lecture on February 16, but also announces the final lecture in the series of lectures then being presented in Richmond Hall. This final lecture, titled "Versatility of American Oratory," would be delivered by Professor John W. Fowler, Principal of the Poughkeepsie Law School, on Thursday, March 1, 1860. Here is that article:

"The Lectures. / The Lecture of Horace Greeley, at Richmond's Hall, on Thursday evening, drew a large audience—the largest of the season. Evidently the desire to see and hear the famous Editor of the New York Tribune was very general and very strong [emphasis added]. They expected wisdom, not eloquence—and in neither respect were they disappointed. The Lecture merits universal approval, containing no sentiment or language objectionable to either Democrat or Republican, conservative or radical. 'Great Men' were analyzed, and their characteristics faithfully drawn out and portrayed. The Lecture would read admirably. It was elegantly written, terse, compact and matter-full. Eloquent, in the usual acceptation of the term, it was not. / The next Lecture, and the final one of the course, will be delivered by Prof. John W. Fowler, Principal of the Poughkeepsie Law School, on Thursday evening March 1st. Reputation assigns him a high place as an orator—higher than any other on our Lecture list. / The subject of his Lecture, 'Versatility of American Oratory,' is befitting one of his fine oratorical powers." (Carbondale Advance, February 18, 1860, p. 2)

The fact that this series of public lectures, delivered by distinguished nineteenth-century figures such as Horace Greeley and Professor John W. Fowler, was not only presented in Carbondale but also that there was strong interest in these lectures, which were well attended, tells us in no uncertain terms that the quality of intellectual life in Carbondale at the time was very high.

Greeley's celebrity in America at the time was very high, not only because he was the editor of the *New York Tribune*, but also because of the key role he played in getting the nomination for Lincoln to the presidency. This is true in that Greeley was present at the meeting in 1859 in Honesdale in the law office Samuel Dimmick (located in a small building on the Park Hotel property on 9th Street in Honesdale) in 1859 during which was planned the nomination of Lincoln for president of the United States. Present at the meeting were Horace Greeley, Simon Cameron, Andrew G. Curtin, and Samuel Dimmick.

Less than ten days after Greeley's visit to Carbondale, Abraham Lincoln delivered (February 27, 1860) his memorable Cooper Union address in New York City. In that address, Abraham Lincoln set forth the issues on which the new Republican party would appeal to voters and his no-compromise position on slavery. This speech projected Lincoln into the lead for the Republican presidential nomination.

Horace Greeley was present at Lincoln's Cooper Union address. He advanced on Lincoln the moment his speech was finished, asking for the manuscript of his address. He got it and, with Lincoln himself checking the rush galleys later that night at the *Tribune* office, the complete text of the epoch-defining speech was run in Greeley's *New York Tribune* the following morning, ahead of all the other papers. Greeley, who advocated a self-sufficient, industrialized America, in a word, had helped to found the Republican party; he had helped shape the central issues of the Civil War. At the Republican convention, on the third ballot, Lincoln got the nomination, which was a great triumph for Greeley.

A series of lectures, on a less elevated level than those delivered by Horace Greeley and Professor John W. Fowler, was delivered in Keystone Hall on Main Street in Carbondale in December 1871 and January 1872. About these lectures, we read the following in the *Carbondale Leader* of December 7, 1872, p. 3:

"The series of lectures to be held in this city during the winter will commence next Monday evening. James E. Murdock will be the first one on the list. Whether he will lecture or give readings, we are unable to say. On Monday evening, December 16th, the Hutchinson Family will give an entertainment. Monday, Dec. 23d, 'Eli Perkins' will give a humorous lecture. Subject: 'Defence [sic] of the Heathen.' Wednesday, Jan. 1st, Miss Lillian Edgarton will lecture. Subject: 'Gossip: its Cause and Cure.' Friday, Jan. 27th, Prof. J. H. Pepper will lecture on some scientific

subject. Tickets are for sale at the store of Messrs. J. Alexander & Sons. Tickets for the full course, \$3. Reserved seats for a single lecture, 75 cents. Single lecture without reserved seat, 50 cents. The lectures will be held at Keystone Hall, entrance on Main Street." (*Carbondale Leader*, December 7, 1872, p. 3)

Public lectures by another distinguished American, Thomas Dickson, the president of the Delaware and Hudson Canal Company, were also delivered in northeastern Pennsylvania in the period 1873-1879. The subject of these lectures by Thomas Dickson was the trip around the world that he and Mrs. Dickson took in the period September 1871--August 27, 1872.

About that trip, we read the following in the *Carbondale Advance* of August 12, 1871, p. 3:

"Around the World. / We learn that Thomas Dickson, Esq., President of the Del. & Hud. C. Co., and his wife, expect to start on their long contemplated trip 'around the world,' about the middle of the present month. They propose to go across the Continent to San Francisco, thence to China, where they have a son residing, and with whom they will spend some time, and return through Asia and Europe, completing the circuit of this terrestial globe. Mr. Dickson has leave of absence for a year. We wish them a safe and prosperous [trip]." (Carbondale Advance, August 12, 1871, p. 3)

On September 7, 1871, just previous to the departure of the Dicksons from Scranton on their round the world tour, the Dicksons hosted a grand reception at their residence in Scranton. The following announcement of that reception was published in the *Carbondale Advance* of September 2, 1871, p. 3:

"The Great Social Event. / The special social event of the week is the grand reception, to be given by Thos. Dickson, esq., President of the Del. & Hud. C. Co., and Lady, at their residence in Scranton, on this (Thursday) evening—just previous to their leaving home on a trip to China and thence around the world. It will doubtless surpass in magnificence, and the perfection of the arrangements for the comfort and pleasure of the guests, anything seen in Northern Pennsylvania." (Carbondale Advance, September 2, 1871, p.3)

The world tour by the Dicksons is described by *Logan* (pp. 96-97) as follows:

"About the first of September, 1871, Mr. Dickson left his home in Scranton thus accompanied by his wife, going westward o make this tour of the world. On the 24th of that month they arrived at San Francisco, and sailed from that port in the steamship 'Republic,' on the 28th, for the port of

Japan and from thence to Hong-Kong. In China Mr. and Mrs. Dickson were joined by their son, who journeyed with them and returned home with them to remain. They passed through the chief countries of Asia. They traveled through Syria and Palestine on horse-back. They climbed the pyramids of Egypt, and sailed up and down the Nile together. They threaded the narrow channels of the historic islands of the Mediterranean, sailed along the borders of Asia Minor, and thence back through the islands of Greece into Italy. Here they met friends from home and wit them made the tour of Europe, using every sort of conveyance. They passed through Italy and climbed the mountain passes of Switzerland. They drove through Germany, stopping to drink life-waters from the medicinal fountains. They looked into the gay life Paris and he more substantial one of London, and then passed northerly through England, and reveled among the historic hills and valleys of Scotland, in midsummer. They visited all the points which had been deemed sacred around the fireside of the emigrants in the far-off country, and traced the foot-prints of their fathers through Scotland and northern England; thence they passed into Ireland to visit what Mr. Dickson calls 'the land where my masters come from,'—referring to the great number of Irish laborers it had been his life-work to employ and to serve. The tour of Scotland, Ireland, and England was completed toward the end of August, when they sailed from Liverpool on the homeward voyage. They arrived safely at home on the 27th day of August; thus having encircled the earth in just about the space of one year."

The arrival of the Dicksons back in Scranton was noted in the August 31, 1872 issue (p. 3) of the *Carbondale Leader*, as follows:

"Mr. and Mrs. Thomas Dickson and their son James arrived in New York Wednesday morning, in good health. During their absence of nearly a year, and their journey extending around the world, the only occurrences to cause them sadness, was the presence of Mr. Dickson at the death-bed of Col. Scranton, and the death of a beloved sister, (Mrs. Wilber, of Honesdale), who was in perfect health when they last separated. Many friends of Mr. and Mrs. Dickson went down to meet them on their arrival at Scranton on Thursday."

In the years following this tour of the world, Thomas Dickson presented public lectures, the subjects of which were various portions of his world tour.

On February 25, 1873, delivered a public lecture at the opera house in Scranton. In the *Carbondale Leader* of February 15, 1873, p. 3, we read:

"Mr. Thomas Dickson will lecture at the opera house, Scranton, on the 25th of this month. The proceeds are to be applied to the library fund of the Y. M. C. A." (*Carbondale Leader*, February 15, 1873, p. 3)

In the March 1, 1873 issue (p. 3) of the *Carbondale Leader*, there is a notice about a lecture that Thomas Dickson gave on February 25, 1873 in Scranton. From that article we learn that two hundred and fifty people from Carbondale took the train to Scranton to hear the lecture:

"About two hundred and fifty people of this city [Carbondale] went to Scranton on Tuesday evening to attend Mr. Dickson's lecture."

From that same issue of the *Carbondale Leader*, we learn that "a good many young men" from Carbondale took advantage of the low fare offered by the D&H to those who wished to attend Thomas Dickson's lecture and went to Scranton, not to attend Thomas Dickson's lecture, but to attend other kinds of presentations:

"A good many of our economical young men took advantage of the low rates of fare on Tuesday evening, and instead of going to hear Mr. Dickson's lecture, attended the Varieties." (*Carbondale Leader*, March 1, 1873, p. 3)

Enterprising. Amusing. Young men will be young men.

On November, 19, 1874, Thomas Dickson, "a lecturer of decided abilities," presented a lecture, titled "What I Saw in India," to the "nearly filled spacious opera-house" in Scranton. The lecture was a benefit for the Y. M. C. A. In the *Carbondale Advance* of November 21, 1874, p. 3, we read:

"Mr. Dickson's Lecture. / The lecture entitled 'What I saw in India,' delivered by the able president of the Delaware & Hudson Canal Co., at the Scranton Opera House on Thursday evening, was a most happy success, both for the Y. M. C. A., in whose interest it was delivered, and for the worthy speaker, who has convinced the public that he is a lecturer of decided abilities. The friends of the association and the lecturer, from this city, Honesdale, Providence, Wilkes-Barre, Pittston, Scranton and intermediate places, nearly filled the spacious opera-house. The lecturer facetiously introduced himself and his subject, and then proceeded to give a minute and entertaining account of the cities, town, ruins, mosques, and wealth of that wonderful country, the population of which is 180,000,000. The tales he told of the splendors of the tombs and shrines, and the magnificence of some of the residences, seemed like some fairy dream. He said that the population; of the country is so great and labor so cheap, that no effort has been made to introduce labor-saving machinery. Labor brings from \$2.50 to \$5.00 per month. A halfpint of rice daily furnishes all the food the poorer class receive, per capita. The country contains 10,000 Europeans, who are the controlling class, and 200,000 Mohammedans. The balance of the population are considered outcasts; but the speaker believed the time would come when the

millions of India would be redeemed and rejoice in the light afforded by the glorious gospel of Jesus. This richest and fairest of lands upon God's footstool, is very slowly but steadily progressing in the direction indicated. The lecture was interlarded with many amusing anecdotes, and was listened to throughout with profound attention." (*Carbondale Advance*, November 21, 1874, p. 3)

On December, 23, 1874, Thomas Dickson delivered a lecture "to the largest house of the season" in Nealon's Hall, Carbondale, to benefit the Young Men's Library Association. In the *Carbondale Advance* of December 26, 1874, p. 3, we read:

"The Lecture. / The "largest house of the season" greeted Mr. Dickson at Nealon's Hall last night—Wednesday. Every seat was filled and every person in attendance seemed delighted with the lecture, which abounded with descriptive eloquence, wit, pathos and sentiment. The lecture was also a great pecuniary success to the Young Men's Library Association. Not only this association, but our citizens generally, who were in attendance, thank Mr. Dickson for his lecture." (Carbondale Advance, December 26, 1874, p. 3)

On May 1, 1875, Thomas Dickson spoke in Hyde Park, Scranton, for the benefit of the Presbyterian Church. In the *Carbondale Advance* of May 1, 1875, p. 3, we read:

"We see it announced that Thos. Dickson, Esq., will lecture at Hyde Park this evening, for the benefit of the Presbyterian Church." (*Carbondale Advance*, May 1, 1875, p. 3)

In January, 1878, Thomas Dickson presented "an intelligible [possibly "intelligent" was intended], eloquent, and interesting description of India, as seen by himself in Carbondale's Methodist church, "which was well filled, by an intelligent and appreciative audience":

"Lecture of Mr. Dickson. / Notwithstanding the very unfavorable state of the weather last Tuesday evening, the M. E. Church was well filled, by an intelligent and appreciative audience, to listen to Mr. Dickson. A few minutes was devoted to singing, after which the speaker was introduced by Rev. Mr. Shelland. He commenced with an amusing incident, which brought down the house, and then proceeded to give an intelligible, eloquent, and interesting description of India, as seen by himself, taking up in detail, the different places through which he passed, giving a vivid description of all that was worth seeing and admiring, interspersed with occasional humorous anecdotes, which kept the audience in constant good humor. Mr. Dickson, by this

lecture, has added to his already enviable reputation as a lecturer, and we hope the day is not far distant when we may have the pleasure of listening to him again." (*Carbondale Leader*, January 20, 1878, p. 3)

In December, 1879, Thomas Dickson lectured on "Syria and Palestine" in the Ross Street Methodist Episcopal church in Wilkes-Barre for the benefit of the church. This was a lecture that he had previously delivered in Carbondale:

"MR. THOMAS DICKSON AS A LECTURER. / Mr. Thomas Dickson is to deliver his lecture on 'Syria and Palestine' in the Ross street M. E. church, Wilkes-Barre, on the evening of the 19th inst. Our own people have had the pleasure of hearing this entertaining and instructive lecture. It is delivered not only gratis for benevolent objects, but Mr. Dickson always insists on paying the admission fee. His literary efforts are highly creditable to him, as well as the means of drawing many dollars into the treasury of churches and benevolent institutions throughout a wide extent of country. If 'corporations have no souls,' it cannot be said of the highest officer of one of the greatest of them." (Carbondale Leader, December 13, 1879, p. 2)

On Tuesday, March 29, 1887, Mindo G. Vulcheff, a native of Bulgaria, lectured in the Presbyterian church of Carbondale on the 'Eastern Question,' treating it especially from a missionary standpoint. Mindo Vulcheff was a graduate of Princeton College and Allegheny Theological Seminary. About this lecture, we read the following in the *Carbondale Leader* of March 29, 1887, p. 2:

"Free Lecture by a Native Bulgarian. / Mindo G. Vulcheff, a native of Bulgaria, will lecture in the Presbyterian church this evening at eight o'clock on the 'Eastern Question,' treating it especially from a missionary standpoint. Mr. Vulcheff has been in this country a number of years and is a graduate of Princeton College and Allegheny Theological Seminary. He purposes returning to his home this summer if possible. The subject he treats is of great importance just now as Bulgaria is the key to the European situation and, to use Dr. Washburn's words, 'It is undoubtedly the most crucial moment that Europe has seen since 1815.' Bulgaria is what it is because its sentiments are moulded by Robert College, Constantinople, founded, taught, and maintained by Americans. In the little countries of the Balkan that are the apple of discord among the great powers to-day, American love of liberty and constitutional government are fermenting and leavening the whole mass. All are invited to hear Mr. Vulcheff. Admission will be free, but a collection will be taken up to defray the expenses of the lecturer." (Carbondale Leader, March 29, 1887, p. 4)

Such, then, are some of the public lectures that were open to the residents of the Lackawanna and Wyoming Valleys in the in the nineteenth century. These lectures are just one of the many wholly positive quality of life options/opportunities that were available to the miners and railroaders in the anthracite coal fields of northeastern Pennsylvania in the nineteenth century.

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Circuses

Circuses--and circus entertainments and exhibitions of all kinds--were by far the most popular form of entertainment in America in the nineteenth century, and were a regular feature in the lives of most of the residents of the anthracite coal fields of northeastern Pennsylvania. Being able to attend "the circus" was an enjoyable and life enriching experience for all, regardless of age.

Let's take a quick look at some circus history:

Prior to 1825 circuses operated in permanent buildings or amphitheatres. In 1825, Joshuah Purdy Brown (1802?-1834) became the first circus entrepreneur to replace the usual wooden construction with a full canvas tent, a system that became commonplace by the mid-1830s. The simple innovation of adding a tent enabled traveling shows to perform longer seasons, as they were less vulnerable to climatic idiosyncrasies.

Joshuah Purdy Brown came from the region of Somers, New York, where a cattle dealer named Hachaliah Bailey (1775-1845) had purchased a young African elephant, which he exhibited around the country with great success. Soon the addition of other exotic animals led to the creation of a bona fide traveling menagerie.

Bailey's increasing prosperity convinced other farmers from the Somers area to go into the traveling-menagerie business—to which some added circus performances. In 1835, a group of 135 enterprising farmers and menagerie-owners, most of them from the vicinity of Somers, joined forces in creating the Zoological Institute, a trust that controlled thirteen menageries and three affiliated circuses, thus cornering the country's traveling-circus and menagerie business.

With that, the unique character of the American circus emerged: It was a traveling tent-show coupled with a menagerie and run by businessmen, a very different model from that of European circuses, which for the most part remained under the control of performing families.

In 1871, former museum promoter and impresario Phineas Taylor Barnum (1810-1891), in association with circus entrepreneur William Cameron Coup (1837-95), launched P. T. Barnum's Museum, Menagerie & Circus, a traveling show whose "museum" part was an exhibition of animal and human oddities soon to become an integral part of the American circus, the Sideshow.

In 1872, Coup devised a system of daily transportation by rail for their circus. Another of Coup's innovations of that year was the addition of a second ring.

The circus quickly became by far the most popular form of entertainment in America, with Barnum and Coup's enterprise as America's leading circus.

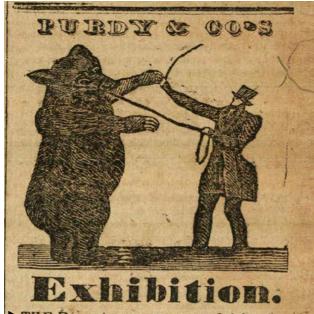
Ever the businessman, Coup resolved to increase the capacity of their tent. Due to structural limitations, this could only be done effectively by increasing the tent's length, which resulted in hampering the view for large sections of the audience.

The addition of a second ring, then a third (1881) and, later, up to seven rings and stages solved the problem physically, if not artistically. It could be argued that it changed the focus of the show to emphasize spectacle over artistry. For better or worse, multiple rings and stages became another unique feature of the American circus.

Circuses--and circus entertainments and exhibitions of all kinds--were a regular feature of life in Carbondale from as early as 1836, when Purdy & Co's Exhibition came to town. The following announcement was published in *Northern Pennsylvanian*, October 1, 1836, p. 3:

"THE Proprietors ever grateful for former patronage, would inform the inhabitants of Carbondale, and its vicinity, that they will give an Exhibition on Saturday Oct. 8th, and Monday Oct, 10, 1836, near the Hotel of Mr. Ira Hoadley."

"To render this exhibition more attractive the Proprietors have engaged two Gentlemen of talent, who will sing several Negro and Comic Songs in character."



THE Proprietors ever grateful for forner patronage, would inform the inhabitants of Carbondale, and its vicinity that they will give an Exhibition on Saturday Oct. 8th, and Monday Oct, 10th, 1836, near the Hotelof Mr. Ira Hoadley. Consisting of ANIMALS. BIRDS, SERPENTS and PAINTINGS, among which is the great dancing CINNA-MON BEAR, of INDIA.

To render this exhibition more attractive the Proprietors have engaged two Gentlemen of talent, who will sing several Negro and Comic Songs in character,

evenings of said days—Evening performance will commence at 7 o'clock and close at 9 P M—Seats erected on a new plan for the accommodation of Ladies and Children calculated to hold 500 persons.

The strictest order and decorum will be enforced by one of the Proprietors in person. Every attention will be paid to visitors, to make the Exhibition amusing and instructing.

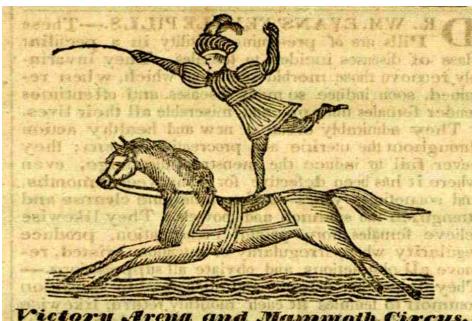
N B For particulars see Large bill at the

E. H. Purdy, Manager. La Burriss, Agent. Oct, 11836, "Consisting of ANIMALS, BIRDS, SERPENTS and PAINTINGS, among which is the great dancing CINNAMON BEAR, of INDIA."

"The strictest order and decorum will be enforced by one of the Proprietors in person. Every attention will be paid to visitors, to make the Exhibition amusing and instructive."

In the *Carbondale Journal*, October 3, 1839, p. 3, it was announced that on October 8, 1839 the Victory Arena and Mammoth Circus. S. H. Nichols, proprietor, would visit Carbondale, "with his beautiful collection of Horses, and company of Equestrians, that stand unrivaled in

their profession." On the day before the exhibition in Carbondale (October 7), a performance was given in Honesdale, and on the day after the Carbondale performance (October 9), a performance was given in Dundaff. Here is that announcement:



"This exhibition is not only the largest in this country, but is fitted up in a very neat and superb style--comprising some of the most eminent and talented performers in the United States."

Victory Arena and Mammoth Circus.

R. S. H. NICHOLS, proprietor of this superb establishment, would respectfully give notice that he will visit the Village of CARBONDALE, on Tuesday the 8th of October instant, with his beautiful collection of Horses, and company of Equestrians, that stand unrivaled in their profession.

This exhibition is not only the largest in this country, but is fitted up in a very near and superb stylecomprising some of the most eminent and talented

performers in the United States.

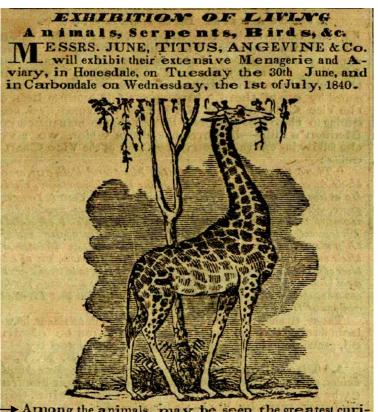
The Scene in the Circle will present an extensive variety of new and interesting acts of Horsemanship, and other varied scenes of amusement, all combining arch talent of splendid activity and superior equestrian exercises, which cannot fail to render it the most interesting and genteel entertainment ever presented to an American publicant same of the galactica

The above Exhibition will open at HONES-DALE on Monday the 7th, and at DUNDAFF on

Wednesday the 9th of October. To start 19

N. B. For further particulars, see large bills.

An "Exhibition of Living Animals, Serpents, Birds, &c." was presented in Honesdale on Tuesday, June 30, 1840, and on Wednesday, July 1, 1840 in Carbondale by Messrs. June, Titus, Angevine & Co. Here is the announcement of this exhibition that was published in *The Carbondale Journal*, June 25, 1840, p. 3:



Among the animals in this exhibition were "the Cameleopard or Giraffe," the Gnu or Horned Horse, and the Black Tiger, "the only one ever exhibited in this country."

"There will also be exhibited at the same time and place, a large collection of Casmoramic views, and six enormous Living Anacondas; the exhibition of which will be enlivened with comic singing."

Among the animals, may be seen the greatest curiosity in the animal kingdom, the CAMELEOPARD or GIRAFFE, of Egypt; also the following rare curiosities: The Antelope Eland; the great War Elephant: the striped Zebra; the Gnu or Horned Horse; the Peruvian Lama; the great Cinnamon Bear of the Himelaya Mountains; Kangaroos, of New Holland; the great Numidian Lion and Lioness; the Panther of North America; Royal Bengal Tiger; the Polar, or great White Bear; the BLACK TIGER, the only one ever exhibited in this country; the young Elephant of Siam; the Poonah Bear of Hindoostan; Monkeys, Apes, Baboons, &c. &c.,

Monkeys, Apes, Baboons, &c. &c.,
There will be a Monkey and Poney performance,
for the amusement of the Juvenile Class; A good
Band of Music, will be in attendance.

Hours of exhibition, from 1 to 4 P. M. Admittance 25 cents; children under 10 years of age 12½ cents.

There will also be exhibited at the same time and place, a large collection of Casmoramic views, and six enormous Living Anacondas; the exhibition of which will be enlivened with cornic singing. Admission 12½ cents.

A. H. MEAD. Agent.

"There will be a Monkey and Poney performance for the amusement of the Juvenile Class..." On October 17, 1851: P. T. Barnum's Asiatic Caravan, Museum & Menagerie performed in Carbondale. The first announcement of the forthcoming visit to Carbondale of P. T. Barnum's Asiatic Caravan, Museum & Menagerie was published in the September 19, 1851 issue, p. 3, of the Carbondale Transcript, and Lackawanna Journal:

"Being the largest exhibition in the world, and double the size of all other traveling menageries in the U. S. put together."

"... the Lilliputian General Tom Thumb. . . "

OF THE ASIATIC CARAVAN, MUSEUM AND MENAGERIE,

P. T. BARNUM.

Being the largest exhibition in the world, and double the size of all the other traveling menageries in the U.S. put together.

A Team of Ten Eleyhants will draw the great car of juggernaut. A young

only six months old and 3½ feet high will carry upon his back around the interior of the colossal pavilion, the Lilliputian General Tom Thumb.—
The magnificent cortege comprises 110 horses, and 90 men! The pavilion of exhibition will accommodate 15,000 spectators at once. All the finest wild animals ever exhibited in this country are now attached to this exhibition, being selected at immense cost from the various minor establishments North and South.

Six Beautiful Lions, fresh from their native forests.

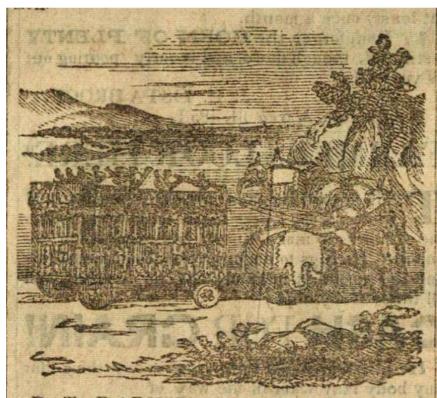
"The pavilion of exhibition will accommodate 15,000 spectators at once."

"A native
Ceylon chief
belonging to
the wild and
wandering
tribe of
Kaffirs, . . .
accompanies

the elephants."

A Burmese Bull, from the Island of Ceylon, worshipped there by the pagen natives, and recently taken from their idolatrous tem ple. The drove of elephants was captured in the jungles of Central Ceylon, by Messrs. Stebbins June and Geo. Nutter, accompanied by 160 natives, after a pursuit of three weeks and four days in the jungles. finally entrapped and secured in a kraul, or Indian trap, of enormous dimensions and prodigious strength, where the elephants were subdued .-The calf elephant accompanies its dam, and was weaned on its passage from India. tive Ceylon chief belonging to the wild and wandering tribe of Kaffirs, whose fe ocious habits are vividly described by Eugence Sue in the Wandering Jew, accompanies the elephants.

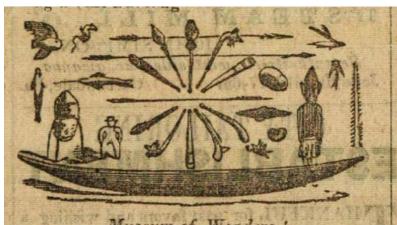
A magnificent brass band will play during the exhibition, and accompany the triumphal procession.



P. T. BARNUM, Proprietor of the New York and Philadelphia Museums, has the honor to announce that, encouraged by the brilliant success which has attended the enterpise of blinging Jenny Lind before the American People, he has been led to form the project of organizing a vast traveling

"The traveling paraphernalia of the American Museum, as it enters each town, is preceded by the gorgeous *Car of Juggernaut*, drawn by ten elephants superbly

caparisoned..."



Museum of Wonders!

Which comprises a greater variety of attractions and more extraordinary novelties, than any traveling exhibition in the world. Every feature of this mammoth establishment is of a peculiar and interesting nature, and the whole is produced on a gigantic scale of magnitude. The traveling paraphernalia of the American Museum, as it enters each town, is preceded by the gargeous

Car of Juggernaut,

drawn by ten elephants superbly caparisoned, being and accurate model of that terrible engine of idolatrons sacrifice, finished and decorated in all the extravagance of Hindoo style. Following this monster vehicle, is a long procession of costly cages and carriages, the whole forming a spectacle of more than Oriental splender. The exhibition will take place within a magnificent variegated pavilion, composed of American Flags of a water-proof fabric. The real, genuine, original

"Gen. Tom Thumb / Is attached to this exhibition, and will appear in all his appearances as given before the crowned heads of Europe..."

Gen. Tom Thumb

Is attached to this exhibition, and will appear in all his performances as given before the principal crowned heads of Europe, including Songs, Dances, Grecian statues, and his admired personations of Napoleon and Frederick the Great. The little General is 19 years of age, weighs only 15 pounds, and is but 28 inches high! Also engaged,



Mr. Nellis,

The man without arms, who will execute his extraordinary feats of loading and firing a pistol with his toes; cutting profile likenesses; shooting at a mark with a bow and arrow; playing upon the Accordeon and Violincello, &c. Mr. Nellis, in these performances, exhibits a wonderful example of what indomitable energy and industry can accomplish, even when laboring under disadvantages apparently the most insurmountable.

A complete Menagerie of Living Animals is also included in the American Museum, and at a convenient period during the exhibition.

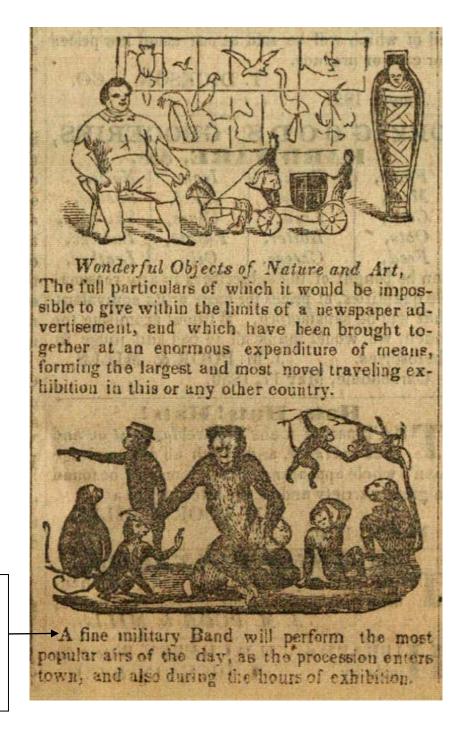
"Mr. Pierce / Will enter the dens of the Wild Beasts, and give his classical illustrations of Hercules struggling with the Numidian lion; Daniel in the lion's den; Sampson Destroying the lion, &c."



Will enter the dens of the Wild Beasts, and give his classical illustrations of Hercules struggling with the Numidian lion; Daniel in the lion's den; Sampson destroying the lion, &c.

One of the most interesting portions of the exhibition is formed by the display of a great collection of Wax Statutary, including figures of the size of life, of all the Presidents of the United States, and also of a great number of noted characters, American and Foreign, all of which are accurate likenesses, and appropriately costumed. In fact, the whole establishment is a vast repository of

"One of the most interesting portions of the exhibition is formed by the display of a great collection of **Wax Statuary**, including figures of the size of life, of all the Presidents of the United States..."



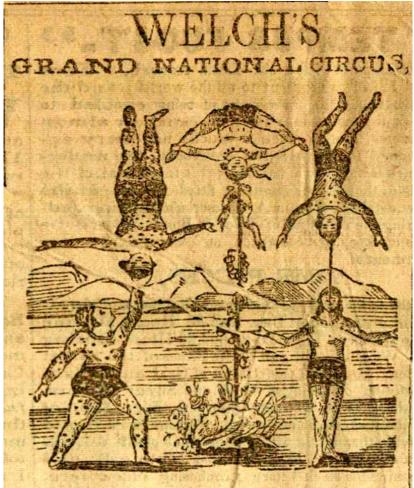
"A fine military Band will perform the most popular airs of the day, as the procession enters town, and also during the hours of exhibition."

Two performances: 2-5
P.M. and 6:30-9
P.M. Admission
25 cents.

The American Museum and Menagerie will
exhibit in Carbondale, on Friday, Oct. 17.
Price of admission, 25 cents. Doors open from
2 to 5 o'clock, P. M., and from 61 to 9 o'clock in the Evening.
Sept. 19, 1851.

In the same issue of the *Carbondale Transcript, and Lackawanna Journal*, also on page 3, is the first announcement of the visit to Carbondale of Welch's Grand National Circus on September 27, 1851 (having performed at Harford on September 26, and to perform at Honesdale on September 29):

Welch's Grand National Circus:



"Comprising a double Equestrian Troupe and Dramatique Corps, from Niblo's Garden, N. Y., and National Amphitheatre, Philad., . . . "

OMPRISING a double Equestrian Troupe and Dramatique Corps, from Niblo's Garden, N. Y., and National Amphitheatre, Philad., will perform at

Carbondale, Saturday, Sept. 27.

Doors open at 2 and 7 o'clock, P. M. Performance to commence at half-past 2 and half-past 7 o'clock, P. M.

LEWIS B. LENT, Manager and Director. C. E. Bristol, General Agent & Advertiser. Equestrian Director, F. W. WHITTAKER. Leader of the Brass Band, S. V. W. Post.

Distinguishing Features.

M'lle MARIE, the beautiful and youthful Parisian Equestrian, in her truly artistic and brilliant school of Lady Equestrianism, pre-eminently distinguishing her from any other lady who has heretofore appeared in this country.

The youthful prodigies, M'lles ELOUISE and FLORA, appear in juvenile performances rarely,

if ever, equalled.

Mons. BENOIT, the great Parisian Jongleura - a-cheval, will also appear on two horses, with D. Richards, in feats of the Hippodrome never excelled.

M'me ROSALINE BENOIT appears in her beautiful Equitations and new styles of Horse-manship, and is now becoming the model of all the fashion able lady amateurs in this elegant art in America.

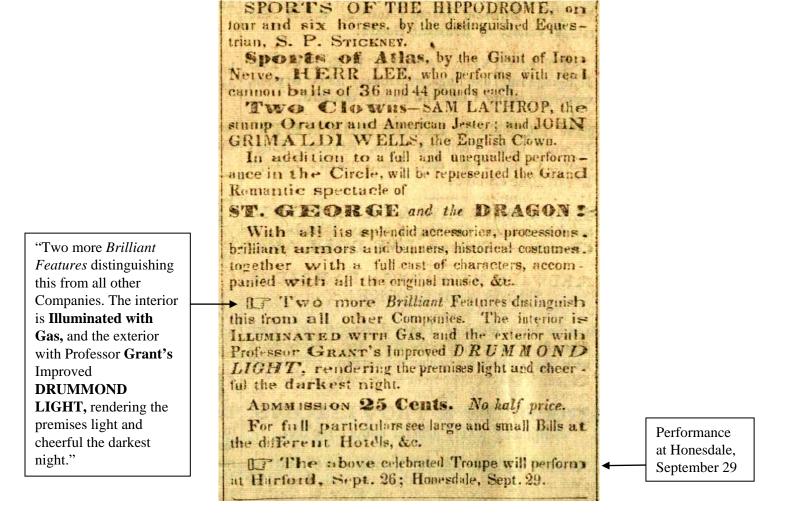
THOMAS NEVILLE, in his stapendous feats of Horsemaustip, riding backward and for-ward—dancing, pirouetting, and somerseting during the rapid circuition of his steed.

The great Vaulting and Trick Horse CIN-CINNATUS, performed by Mr. S. P. Stickney.

The troupe of Trained Ponies—embracing the celebrated Twin Ponies ROMEO & JULIET, will be introduced by Mr. Whitaker.

Prof. JAMES H. NIXON and his Infant. Artists, Masters Albert and George, in their graceful, classic, and wonderful Gymnastics.

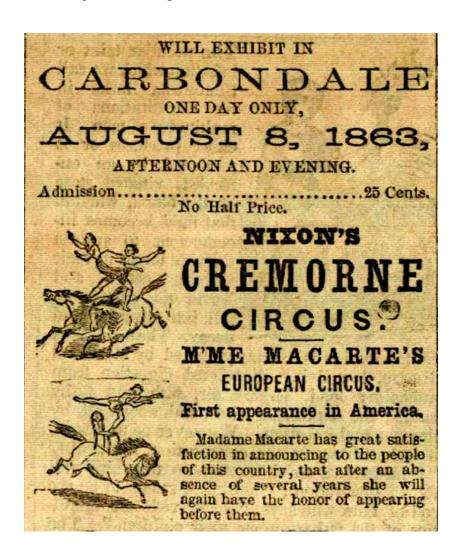
Mr. D. RICHARDS, the wild vaulting horse man of the Pampas, on his fleet and bounding courser, without saddle, over barriers and fivebarred gates and through balloons.



Tom Thumb was in Carbondale again in February 1861. In the February 16, 1861 issue (p. 2) of the *Carbondale Advance*, we read:

"Gen. Tom Thumb / Of world-wide fame and celebrity, the pet and favorite of two continents, is about making us a visit. His levees in our city are advertised to be given at the City Hall on the afternoon and evening of the 26th inst. / Very many of our people have seen the General, but all of these will wish to see him again, and others that have not yet seen and admired him will wish to do so. For particulars see advertisement and bills."

On August 8, 1863, Nixon's Cremorne's Circus gave two performances in Carbondale. The following announcement of the coming of that circus to Carbondale was published in the *Carbondale Advance*, August 1, 1863, p. 3:





Among the Royal Rritish Circus is the beautiful Stud of English thorough-brods, including the celebrated Mare,

BLACK SWAN.

Being the same Troupe with which in England, Ireland and Scotland she had the honor of performing before the most refined and numerous audiences in every city in the British Realm.

Madame Macarte's great Act, the

VENETIAN CARNIVAL

Will be remembered by those who witnessed her former efforts in this country.

First appearance in America of

Mr. JOHN COOK,

The English humorist, known as the most brilliant wit in England, and familiarly styled the COMIC MUSE.

The elegant follies of this wellbred and gen tlemanly clown will be occasionally div ersified by the exceedingly comic grotesques of the famous FRENCH PIERROT.

First appearance in America of the

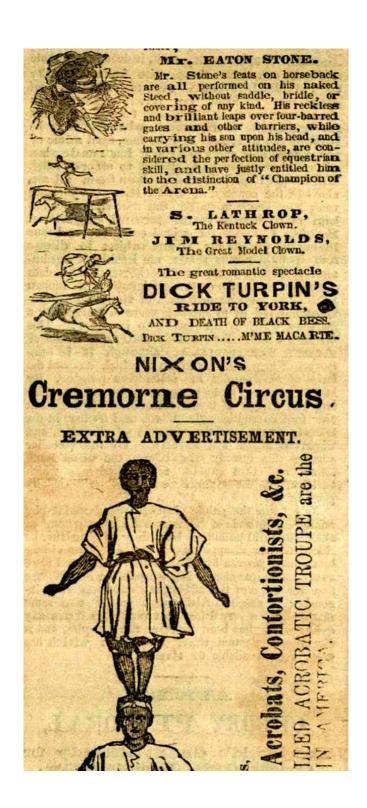
SYRO-ARABIC TROUPE.

Comprising Male and Female Jugglers, Acrobates, Contortionists. Prominent among the features of this troupe is the distinguished

M'LLE CARROLL,

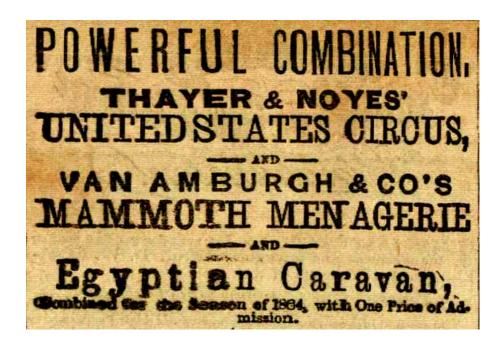
Of European and American celebrity. This young and brilliant artiste is acknowledged by all, both in and out of the equestrian profession, to be the most perfect rider of the age.

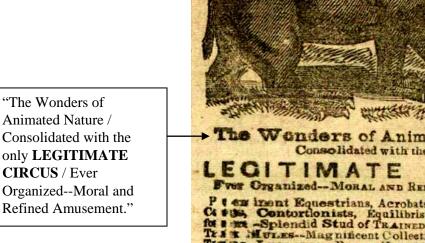
In addilion to the Star Company, the manager has secured an engagement with the renowned Wild Rider,





In 1864, three circuses joined forces as they made the circuit of cities and towns in America. They were Thayer & Noyes' United States Circus, Van Amburgh & Co's Mammoth Menagerie, and Egyptian Caravan. They came to Carbondale on September 19, 1864. Here is the announcement of their Carbondale appearance that was published in the *Carbondale Advance*, September 10, 1864, p. 3:





Wenders of Animated Nature Consolidated with the only CIRCUS Free Organized -- MORAL AND REFINED AMUSEMENT. P tem inent Equestrians, Acrobats, Gymnasts, Jesters, Ct. 13. Contortionists, Equilibrists and General Perform Mr. Spiendid Stud of TRAINED Horses, Ponies And Trait Mules-Magnificent Collection of Living Lions, Traiss, Leopards, Bears, Hyenas, Wolves, Monkeys, Araz, Baboons, Birds of all kinds and sizes, &c., gathered by the Great Van Amburgh Himself;

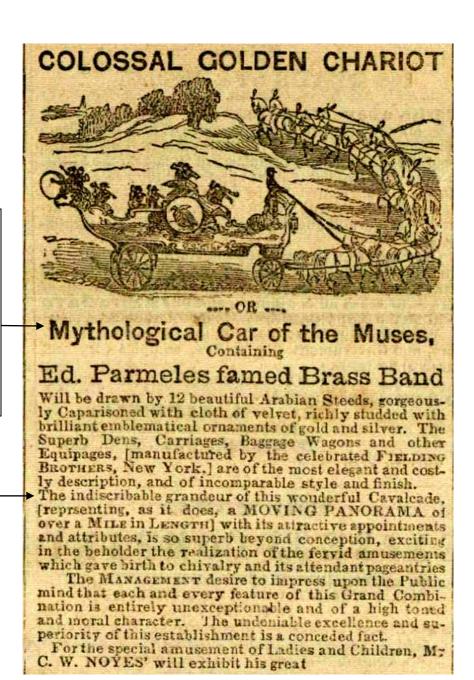
The idea of adding humans to a traveling menagerie came about in 1833, when Isaac A. Van Amburgh (1811-1865) entered a cage of wild cats. In Van Amburgh's act, he stuck his arm and his head inside the mouth of a lion, and his act brought a new level of excitement to the American circus.

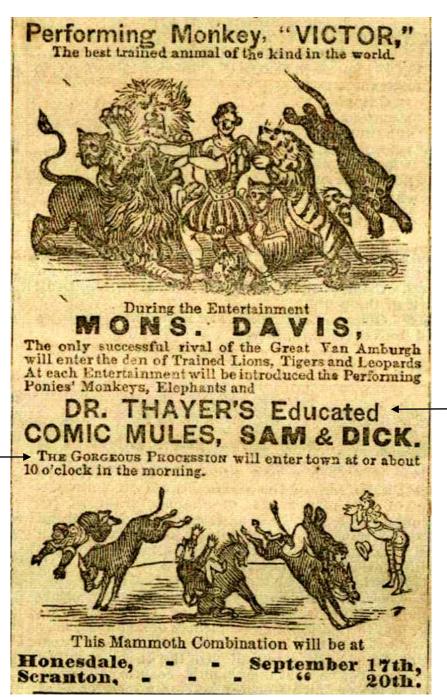
"The MAMMOTH / WAR ELEPHANT HANNIBAL, / The Largest Animal in the world, weighing nearly 15,000 Pounds..."

"... A Pair of SNOW WHITE PEACOCKS..."

WILL EXHIBIT AT CARBONDA On MONDAY, September 19th, 1864, Afternoon at 2, and Evening at 7 P. M. The MAMMOTH WAR ELEPHANT HANNIBAL. The Largest Animal in the world, weighing nearly 15,000 Pounds. S. A. TAPIR, or HIPPOPOTAMUS. Of the New World, the Only One on Exhibition. A WHITE POLAR BEAR. From the Arctic Regions, the Univ One in America. An AFRICAN OSTRICH, Nine Feet High. A Pair of SNOW WHITE PEACOCKS, A Pair of Japanese Maskin Swine The first ever imported in America. Hesides an immense variety of Rare and Beautiful Brasts, Birds and Reptiles. The unequalled Array of talented Arrists includes ; DR. JAMES. L. THAYER. The Eloquent and Scholarly Clown and Comedian. MR. CHARLES W. NOYES, The unrivaled Horse Tamer, who will introduce his Beautiful Performing Horse, "GREY EAGLE, Jr." Charles Reed, the Champion Equestrian. George H. Batchellor, the Greatest Leap. er in the world. Besides a numerous Corps of Auxiliaries and Attendants.
The PROCESSION of this stupendous Consolidation will be prolific in splendid effects and marvels of mag-nificence. The "Mythological Car of the Muses. . . will be drawn by 12 beautiful Arabian Steeds, gorgeously Caparisoned with cloth of velvet, richly studded with brilliant emblematical ornaments of gold and silver."

'The indescribable grandeur of this wonderful Cavalcade. . .a MOVING PANORAMA of over a mile in Length."





"The Gorgeous Procession will enter town at or about 10 o'clock in the morning."

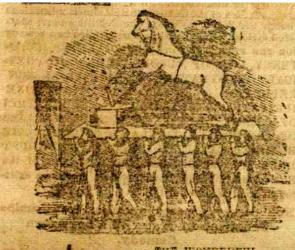
"DR. THAYER'S

Educated COMIC MULES, SAM &

DICK."

Dan Rice's Mammoth Circus & Menagerie, "Positively the Largest Traveling Exhibition on Earth," came to Carbondale on Monday, June 4, 1866. Here is the announcement of their Carbondale performance that was published in the *Carbondale Advance*, May 26, 1866, p. 3:





Blind Talking Horse EXCELSION, JR.

The most astonishing, beautiful, and completely educated animal ever known, and over whom Mr. RICE exercises a control and degree of influence, which cannot full to impress every one who witnesses this most extraordinary and magnificent exhibition of the press of the human wind over the instinctive faculties of the brate,

During which, those who do not desire to wit mess the Equestrian Performances, will have an opportunity of retiring.

At the expiration of the intermission, the En tertainments of the Arena will commence. In the course of the performances, in compliance with a universally expressed desire

DAN RICE

will don the mothey, and for the first time, in many years, appear as CLOWN and JESTER.

SAM STICKNEY, JR.
the favorite Jester and Vocalist, and the entire corps
of Male and Female Artists, will appear in a SELECT
AND PLEASING PROGRAMME.

will signalize the entrance of the establishment into the town, at 10 A. M. This procession excels in DAZZLING MAGNIFICENCE!

anything of the kind affempted on this continent, and will belied by the new and beautiful GOLDEN SWAN CHARIOT, containing COLSON'S NORTH-WEST-ERN CORNET BAND, drawn by TWENTY seperb thoroughbred ARABIAN HORSES, and followed by ROMEO, the MONSTER ELEPHANT, with Dromedaries, Cancels, Trick Horses, Ponies, Mules, Cages, Dons, Vans, Carriages, &c.

Remember that DAN RICE will positively appear in both Exhibitions!

1st As LECTURER in the Menagerie. 2nd. As CLOWN and JESTER in the Circus.

For full particulars, see small bills.

Admission to both Exhibitions, 50 cents. Children under ten years of age, 25 cents, or admission be either Exhibition, separate, the same.

J. E. WARNER, Gen'l Agent.

AT CARBONDALE, MONDAY, JUNE 4th, 1866.

Afternoon at 2 o'clock. Evening at half-past 7 o'clock.

On September 17, 1866, The Great South-Western Circus, "The Most Complete Traveling Exhibition Ever Organized," gave a performance in Carbondale. Here is the announcement of their Carbondale performance that was published in the *Carbondale Advance*, September 8, 1866, p. 3:



THE SOUTH-WESTERN CIRCUS

can lay claim to the title of the

Hippo-Arenic Model of the Age!

The cavalcade entering town in grand procession, preceded by the gorgeous DRAGON CHARIOT, the most magnificent specimen of art and elaborate workmanship ever paraded before the public, splendidly comparisoned and driven and controlled by Major Nash, the champion Whip.

Two CLOWNS at each performance.

LEE POWEL, the great Wit and modern Crinslul; CHARLES COVELLE, the talking and singing Clown, acknowledged as the most acceptable man of humor who ever assumed a motley attire, will occupy a prominent portion in the department of Fun.

THE COMPANY

is led by the following artists, each of whom is a widely celebrated star in his or her profession.

MADAME MARIA ROBINSON,

The sunbeam of the Cirque, the prima donna of Equestriennes, and a paragon of grace, beauty, feminine bravery, and artistic excellence.

LITTLE ANNIE,

The Juno-like Queen of the arena and terpsichorean artiste. Her classic poises upon the slack wire, and her beautiful equipoise, are equally poetic and incomparable.

WM. T. ODELL,

The champion two, four and six horse rider.
CHARLES McCARTHY,

Leaper and somersault thrower, and the great globe equilibrist and motre du Cirque.

MASTER TOMMY,

Man-monkey and comic rider.

LITTLE ALEX. ROBINSON.

Trick rider and somersaultist, the wonder of the world.

THE DELAVANTE BROTHERS,

The motley delineators of the Grecian and Roman schools of High Art, exemplified in their beautiful classic Olympian melange.

ADMISSION to all parts of the Pavilion, 50 cents.* Children under 10 years, 25 cents.

Doors open at 1 and 7 o'clock P. M.

This large and magnificent establishment will exhibit at

HONESDALE, - - Saturday, Sept. 15th. CARBONDALE, - Monday, Sept. 17th.

On Tuesday, June 3, 1873, Den Stone's Circus, the Great Central Park Menagerie & Iroquois Indian Troupe gave a performance at Carbondale. Here is the announcement of the performance that was published in the *Carbondale Leader*, May 24, 1873, p. 3:



First appearance in this country of the above name

The attention of the public is called to the fact that there is no

Very quiet many gentle

(so called) or any of its concommitants, advertised in connection with the Great Central Park Menagerie and Den Stone's Circus. This establishment is known simply as the "legitimate" and only equestrial and zoological institution in America that can afford to stand upon its own merits without having recourse to fictitious titles or other deceptive devices to bring it into notice.

THE GREAT MENAGERIE

contains all the attainable animated Wonders of the known world, having any especial interest to the public. Those who are at all conversant with the Zoological collection known as the

CENTRAL PARK MENAGERIE

will concede it to be the largest and best ever seed for exhibition on this continent. I he following list comprises the names of some of the most prominent in this collection:

The Great African Eland.

Great African Potoquaine,

Horned Horse, or Wonderful Gnu, The novel and finely formed



African Harte-Beeste,

A beautiful and graceful

Cazembian Bless-Bock.

The Red Stag of India,

the only one in America.

A Tremendous Black Tiger.

Two Magnificent Bengal Tigers.

Did space permit we might mention an incredible number of other rare and curious animals just brought to this country.

INDIANS!

INDIANS!

HO!

Iroquois Warrior, Ka-Ke-Wa-Ma!

Reing the only real Indian Circus Rider ever seen. Near the close of the entertainments in the ring will be introduced a new and original

INDIAN PANTOMIME

ENTITLED THE

CAMMANCHE'S ESCAPE FROM THE SEMINOLES.

Full of historic interest and presented with the anest dramatic effects, appropriate music, costumes, war-implements, &c.

THE CIRCUS ENCAMPMENT

comprises Five Colossal Tents of Exhibition coveri g an immense area of ground. The Pavilions will accommodate 10,000 spectators. The whole interior is well ventilated and at night brilliandy illumingted throughout.

First in rank and in the order of attraction is

MADAME DeBERG,

(late of the N. Y. 14th Street Circus) This lady is everywhere pronounced to be one of the most agile, graceful and intrepid equestrienne that ever appear-ed before the public—here or elsewhere. Her bril-liant achievements upon her horse, her splendid style and undannted confidence, have commanded the undivided admiration of all having a proper ap-preciation of the beauties of noble horsemenship.



JAMES E. COOK,

the first reinsman in Europe or America, will exhibit his equestrian talent in riding a Troop of Six Horses in a continuation of rapid changes, driving at full speed around and across the arena in a most artistic manner. Mr. Cook is likewise known as

THE CHAMPION LEAPER

and Graphic Scene Rider! He also rides a beautiful Double Act of Horsemanship with Mme. DeBerg. Sensational Act of Lady Equitation,

WITHOUT SADDLE OR BRIDLE!

M'LLE CORDELIA.

This young, beautiful and popular artiste, will perform her incomparable series of brilliant feats upon an unsaddled steed, finishing with her great sensational triumph, known as

THE FLIGHT OF EURYDICE.
M'LLE CORDELIA has no superior in Bareback equestrianism.

The following distinguished Equestrians, Gymnasts and Acrobats, will sppear in the course of the Cir-cus performances, viz:— The ring exercises will begin with a magnificent

EQUES-ZOOLOGICAL PAGEANT

and glittering Tournament, in which all the ladies and gentlemen of the company will appear in gor-geous costume, and mounted upon thoroughbred horses, preceded by Zelm's Band on foot, followed by a PROCESSION of the RAREST ANIMALS, Elephants, Camels, &c., and the

TROUPE OF IROQUOIS INDIANS

in their Aboriginal cestumes, all of whom will take part in a grand Hippodramatic Prologue.



THE GRAND

presents one of the most magnificent sights ever witnessed, and is worth traveling many miles to see, as it presents features novel and unique to be seen in no other establishment. The gorgeous display of glittering splendor will be preceded by the

Great Golden Chariot of Orpheus!

drawn by Twelve English horses, magnificently caparisoned, and containing Zelm's Solo Band, discoursing beautiful music, followed by Asiatic Elephants, Camels, Dromedaries, The long array of Dens, &c., &c., decorated with paintings, gildings, banners, plumes, &c.

Troupe of Iroquois

in their war dresses, armed with spears, bows and arrows, and all the gay paraphernalia of the tribe, will appear mounted upon their native horses, accompanied by the entire cortege of horses, ponies and led animals, together with the long array of wagons, vans, &c.



MARKEESE, the distinguished Rider, in various scenes of equitation,

W. O. DALE

in daring feats of Hurdle Riding on a naked horse,

Mme. ROLAND

Mine. ROLAND
will display her splendid style of equestrianism:
The Wonderful SNOW BROTHERS,
William. Ben and Dan, in their Accobatic and Gymnastic Melange. Mr. William Snow will introduce
his educated
TROUPE OF PERFORMING DOGS,
who execute the most marvelous variety of tricks
and go through a series of characteristic scenes,
exhibiting astonishing instinct and superior training. Do not fail to let the children see this really
interesting exhibition for it is a treat they are sure
to appreciate.
WILLIAM ROLAND & SON
In their characteristic Stilt Act. Young Roland
will also appear in his difficult and intricate act cailed
THE CRYSTAL PYRAMIDS.
MONS. FRANK BLANCHETT,
Contortionist and Gymnast.
MR. WILLIAM BURT,
Cerde Volante Evolutionist.

Cerde Volante Evelutionist.

THE 3 POPULAR CLOWNS.

Den Stone, C. Murray, W. Roland in all their oddities, practical jokes and originalities.



Doors open at One and Seven P. M.

Ring Performances will not commence until one hour after the opening of the doors, in order to give the audience an opportunity of examining the wild animals in the Menageric and hear the Interesting Lecture by Mr. R. Ellingham, describing the habits and peculiarities of the various subjects. The Menageric is exhibited in an entire separate and distinct tent from the Circus—one ticket entiting the house, to see both, at his option.

B. CROSBY, General Agent,

Published on the same page of the *Carbondale Leader* as the above space ad (May 24, 1873, p. 3) about The Great Central Park Menagerie & Iroquois Indian Troupe is a small ad from the same organization in which the specific date of the "Great Aggregation of Wonders" show at Carbondale would take place. Here is the text on that small ad/announcement:

"GREAT AGGREGATION OF / WONDERS AT CARBONDALE / TUESDAY, JUNE 3d., / FOR ONE DAY ONLY / ONE TICKET ADMITS TO ALL."

The following article about the Central Park Menagerie and Circus is also given on the same page:

"A BIG SHOW—THE CENTRAL PARK MENAGERIE AND CIRCUS.—By reference to our columns it will be seen that we are to have a great show here on Tuesday, June 3d, when we expect to see a great crowd from the country generally. From the reputation of this exhibition, all may expect a rare treat in the way of animals, birds, reptiles, Indians, and last though not least, the Great Circus Company of Mr. Den Stone, a clown of great celebrity in the United States, and a most successful equestrian director. We understand that this mammoth combination of Menagerie and Zoological Wonders, etc. are the largest and best selected specimens of animated nature now in the United States, and a novel feature having been introduced by Mr. Henry Barnum, the manager of this entire concern, whereby the young and old may be benefited in a lesson upon natural history, by Prof. Ellingham, of Her Majesty's Zoological Gardens, London, who will, at each performance, give a detailed description of each and every wild beast contained in the dens, cages and coralls [sic] of this vast establishment. Subject: 'Origin, habits and capture of the inmates of this collection from all parts of the world,' teaching a moral and instructive lesson to the young and old. The Indians must not be forgotten. We hope they are not like their Western brethren, 'Modocs,' as to lifting scalps, or as Capt. Jack in the uniform of Gen. Canby, fighting it out in the lines of the Lava Beds—instead of which they propose to 'bury the hatchet' and 'smoke the pipe of peace' in Carbondale on Tuesday, June 3d. We hope to see a good crowd upon that day in attendance." (Carbondale Leader, May 24, 1873, p. 3)

On August 7, 1873, the Great Eastern Menagerie, Museum, Circus and Caravan gave a performance at Carbondale. Here is the announcement of that performance that was published in the *Carbondale Leader* of July 26, 1873, p. 3:

"GREAT EASTERN MENAGERIE, MUSEUM, CIRCUS AND CARAVAN.—This mammoth show, which will exhibit in this city on Thursday, August 7, is thus spoken of by the Louisville *Ledger:* / 'This grandest of all modern canvas exhibitions, which have created such a *furore* through the North and South last season, will be here soon. It is justly conceded by all who have seen it to be the greatest of all traveling shows. Its number of cages is four times as

many as are usually seen in the ordinary menagerie, and its arenic attractions are thrice as great as usually displayed in circus entertainments. That it is the mastodon of the period all who have seen it confess. As a giant towers above his fellows, so it overtops and places in the shade all other exhibitions of this age of its popular class. To enumerate the manifold attractions of this Goliah [Goliath] of shows would require more space than we can allow, hence we refer the reader to the small bills and mammoth many-colored posters adorning the walls around the city.' (Carbondale Leader, July 26, 1873, p. 3)

Here is the promotional material on the Great Eastern Menagerie, Museum, Aviary, Circus, Roman Hippodrome and Egyptian Caravan that was published in the *Carbondale Leader* of July 26, 1873, p. 3:

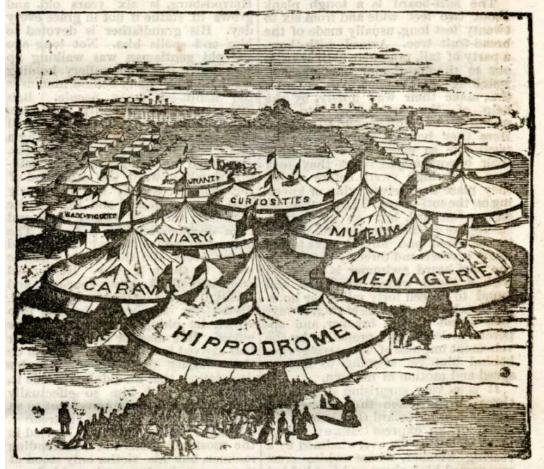
A T CARBONDALE, THURSDAY, AUGUST 7, 1873.

A TOWERING GIANT AMONG ITS FELLOWS.

THE GREAT 12-CENTRE-POLE TENT

AND

\$100,000 00 CHALLENGE SHOW!



GREAT EASTERN MENAGERIE, MUSEUM, AVIARY, CIRCUS, ROMAN HIPPODROME AND EGYPTIAN CARAVAN.

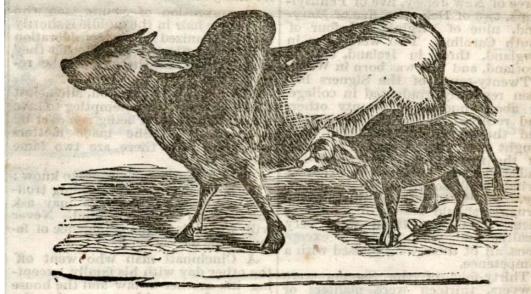


Its augmentation the past winter makes it four times larger than last year, and then it was confessed the Monarch Mastodon of the road. Over a million dollars have been expended to make this the most stupendous and greatest World Exposition ever attempted; and an immense Twelve Centre-Pole Pavillion, covering over four acres of ground, and measuring 168,000 yards of canvas, is required to exhibit its thirty-one dens of living Wild Beasts, breathing Sea Monsters, Plumaged Birds, Flesh-eating Reptiles, and the colossal

DUAL CIRCUS EXHIBITION!

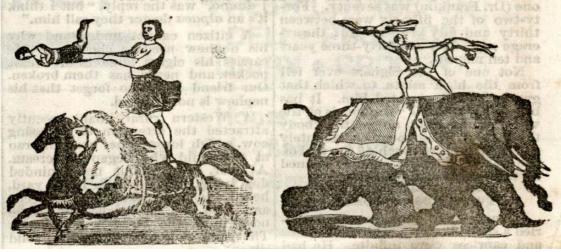
Making it a Grand Combination more than Equal to Twelve Shows in One!

To transport this Goliah of Shows, 100 cars, six passenger coaches, and four engines are brought into requisition, and the services of over 2,000 men and horses are necessary to the success of this unprecedented enterprise.



A GRAND TRIPLE MENAGERIE, IN FOUR SEPARATE TENTS, combined with the colossal Museum, Aviary of Tropical Birds, and caravan of Elephants, Camels, Dromedaries, Elks, Buffaloes, etc., etc.

GRAND' DOUBLE CIRCUS PERFORMANCE IN THE LARGEST HIPPODROME TENT IN THE WORLD.



ONE GRAND PAVILLION! A DOUBLE GRAND ENTREE!

Two Studs of Ring Horses, Dual Corps of Equestriennes, Male Riders, Acrobats, Gymnasts, Clowns, etc. Greatest achievement in arenic annals ever witnessed!

Every Day at Ten O'clock A. M., an Unparalleled



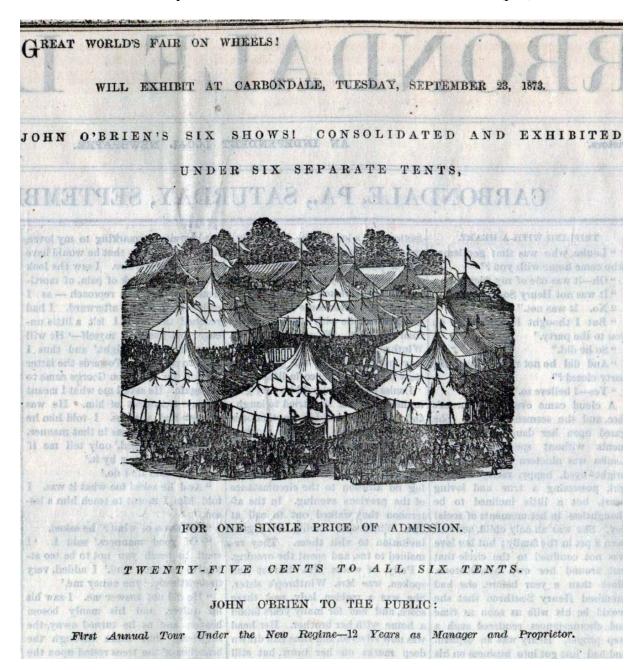
PAGEANT AND PROCESSION OVER TWO MILES LONG!

With emerald, crimson and gold dens, three brass and reed Bands, grand Steam Piano, and a full Martial Band, as in the Days of '76; Twenty Beautiful Women, and 100 horsemen and pages, mounted, and followed by the cavalcade with their flags, banners and paraphernalia, mounted Gods and Godesses, in original costumes, with Living Tigers, Lions, Panthers and Jaguars loose in the streets.

Before each exhibition a Grand Balloon Ascension will be given.

All the railroads running into the city have been arranged with to bring people at greatly reduced fare. ADMISSION, 50 CENTS. CHILDREN UNDER 10 YEARS, 25 CENTS. Doors open at 1 and 7 P. M. Performance commences an hour afterward. H. I. LEECH, Agt.

On September 23, 1873, Joe O'Brien's Six Shows gave a performance at Carbondale. The show was announced in the September 13, 1873 issue of the *Carbondale Leader* (p. 2) as follows:



FOR ONE SINGLE PRICE OF ADMISSION.

TWENTY-FIVE CENTS TO ALL SIX TENTS.

JOHN O'BRIEN TO THE PUBLIC:

First Annual Tour Under the New Regime-12 Years as Manager and Proprietor.



Being determined that the public, by whose generous patronage, during my earlier and more humble career. I have been so long encouraged and sustained, shall have the full benefit of my accumulated experience and fortune, I have concluded not only to consolidate all my Six Great Shows Into One, but to exhibit them also Three Times a Day, in Six Colossal Tents.

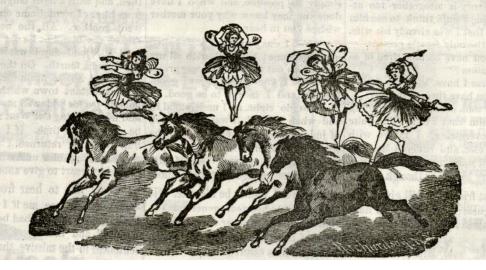
I am fully aware that to do this will require a considerable sacrifice and a vast amount of extra labor; but I shall rely wholly in this New Departure upon the absolute merit and magnitude of my immense consolidation, which is Twice as Large as any other concern in the country. of giving three full and complete exhibitions each day. I propose to give the public a combination of

ATTRACTIONS, NOVELTIES, AND RARE CURIOSITIES,

In my Museum, Menagerie, Circus, Gymnastic Exposition and Colossus of Natural History, having no parallel in the annals of the show business.

I intend to transport this whole vast enterprise throughout the country by wagons, stopping principally in

CITIES AND LARGE TOWNS.



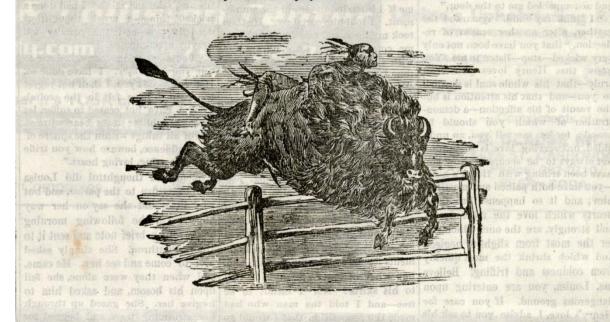
For this purpose I shall use nearly EIGHT HUNDRED MEN AND HORSES!

And exhibit three times a day-Morning at ten o'clock, Afternoon at two o'clock, and evening at 7 o'clock, in

SIX SEPARATE AND DISTINCT TENTS, OCCUPYING FOUR ACRES OF GROUND.

THE GREAT MONSTER STREET PROCESSION

Which will extend nearly two miles in length, will be made early in the forenoon of each day, and is one of the finest spectacular displays of the kind ever made.



Relying for support upon the excellence of my exhibition, and the generous indorsement by the public of my efforts to give them the largest and best show ever exhibited in America. for only 25 cents admission to all.

I remain the Public's Humble Servant, JOHN O'BRIEN.

Before coming to Carbondale on Tuesday, September 23, this exhibit was at Wilkes-Barre on Friday, September 19; at Pittston on Saturday, September 20; and at Scranton on Monday, September 22. After leaving Carbondale, this exhibit was presented at Honesdale on Wednesday, September 24.

In the *Carbondale Leader* of September 13, 1873, p. 3, there is an article about the O'Brien show advertized immediately above. Here is that article:

"THE COMING EQUESTRIAN CARNIVAL—The grand carnival of equestrian skill will come off at Carbondale, on Tuesday, September 23, in which the greatest rider of the age, Martinho Lowande, supported by a brilliant troupe of other artists will assist. Equestrian feats and gymnastic exercises, when given by first-class artists, have always been profusely patronized. Young and old, rich and poor, grave and gay, have ever attended these time-honored amusements from the days of Olympic games to the present hour. Although these sports have been greatly modernized in the progress of time, yet the interest in witnessing them is a strong as ever. The same vigorous athletic and daring horsemanship, that distinguished the Grecian Arena, may now be seen and even upon a larger scale in many of the modern Circuses. The exhibition of Wild Beasts, is no less an object of curiosity now, than it was in the Roman Coliseum; and although divested of the horrors of exhibiting them turned loose to devour human being[s], spectators may now see them in all their normal grandeur and ferocity, by visiting the Monster Aggregation of John O'Brien's on the day advertised—it will unfold the wonders of the animal kingdom, as presented in nominal freedom, or secured in fifty massive iron dens. The legitimate manager, as in this country, O'Brien doubtless takes the lead, both in size and quality, and in many respects presents features no where else to be seen, as for instance, a huge living black African rhinoceros, from the river Nile, an eland and a gnu, the former being the fabled unicorn. The grand procession of this gigantic institution, which takes place early on the day of exhibition, is said to be a rolling marvel of gorgeous display of gold and glitter, two miles long, and in itself a show. Be in time to save your stamps for the subsequent inside exhibition. Remember the regular prices, only twenty cents to see the six shows under six separate tents. Three exhibitions each day, at ten A. M., two and seven P. M., so don't forget the day and date."

In the September 20, 1873 issue of the *Carbondale Leader* (p. 3), there is another article about the forthcoming O'Brien exhibit. Here is that article:

"A **GIGANTIC** ZOOLOFICAL, **EQUESTRIAN** AND **ORNITHOLOGICAL INSTITUTION ON WHEELS.**—We are pleased to chronicle the prospective arrival of a tent entertainment, which we can wholly and unreservedly commend, as a proper and pleasant shelter for all classes, creeds, sexes, and ages. It will be readily surmised, that in uttering this wild jubilation, we refer to a Menagerie, Museum, Caravan and Circus consolidated and exhibited under six separate tents for the old popular prices of twenty-five cents. This is the only institution of the kind now travelling to which such a compliment can be paid, and of a verity we certainly do; and to the largest, costliest, grandest and most comprehensive that ever rolled roaring, into a civilized community, to astonish the old and equally terrify and ectasize [ecstasize] those precious infantile wonders, of which, all well conducted families possess, one or more, and who have not yet practically seen the elephant or achieved that ever to be remembered epoch of their

lives, their first visit to a field show, the one this large and interesting class are about to make, and we reservedly presume, they will all be taken by their indulgent, as well as curious parents will be paid to the famous O'Brien's Caravan, Menagerie, Circus and Museum, advertised to appear here in long, dazzling and astonishing procession on Tuesday Sept. 23, to pitch its monster six tents, for a brief day's sojourn. The proprietor, Mr. John O'Brien is a wise as well as enterprising gentleman, and advertises as liberally as he caters to the public, which supersedes detailed local attention. One, huge old animated wonder, however, waddles out of the upper Nile to challenge our respectful admiration, and that is the impenetrably clothed and gigantically strong Rhinoceros, before whose terrible horn even the lordly elephant goes down; another glimpse at the interior marvels of Central Africa, is furnished the superbly beautiful and lithesome eland. While of that class of majestic and thoughtful quadrupeds, who always carry their trunks with them, there is a veritable herd, one member of which, is of a peculiarly accommodating disposition, and will give any and all of the little folks a free ride in the Hindoo Handah, although the doors will not open until ten o'clock, A.M., we advise all residing out of town to start early to see the grand procession, which is free, and will be one of the most gorgeous parades ever given in this country. Two massive golden chariots containing two separate bands of music, fifty richly ornamented dens and cages containing the wild animals, the palace den of the rhinoceros, the fine stud of horses and ponies, a glittering display of banners, reminding one of the fairy tales of olden times. Don't fail to come and see the monster elephants, the herd of camels, a long cavalcade of circus horses, and visit the grounds where the six tents are erected, then you will see the greatest sights you ever saw. A perfect city of tents covering four solid acres of ground, reminding one of a grand army in camps. Three performances will be given daily, at ten A. M., two and seven P. M. The prices have been reduced to twenty-five cents, so as to give all a grand opportunity of seeing O'Brien's great travelling World's Fair, Menagerie, Circus, Caravan, and Museum under six tents. One ticket will pass you to the whole six tents." (Carbondale Leader, September 20, 1873, p. 3)

On April 18, 1874, a remarkable theatrical production by "Washburn's Last Sensation" took place in Nealon's Hall in Carbondale. Here is the description of that variety show that was published in the April 25, 1874 issue (p. 3) of the *Carbondale Leader*:

"WASHBURN'S LAST SENSATION." / This company gave a choice variety entertainment to a crowded audience at Nealon's Hall last Saturday evening. Washburn has the ability to draw a crowd wherever he goes, and Saturday evening was no exception. Taken as a whole it was the best show of its kind that we ever saw here [emphasis added]. The orchestra connected with this show is superior to that of any traveling show that ever visited this section; and every one of the actors are as good in their performances, and some of them superior to what we usually expect to find among the members of an itinerant troupe. The performance on the horizontal bar, though not very interesting to most persons nowadays, was very well done. 'The Modern Petrucio,' a

burlesque, in which Miss Gussie Crayton and Jas. Maas were the only actors, made the audience roar like lions. Miss Maud Sanyeah exhibited her skill in tossing balls and bottles and things, and the corps of gymnasts performed their celebrated 'brother act.' Then the troupe of Warm Spring Indians filed in and loafed around upon the stage, while Mr. Washburn gave the audience a brief lecture, in which he told how the Indians had been induced to leave their native homes, and the difficulties his agent had to encounter before he could succeed in obtaining their consent to come east. The great chief, Wa-ha-sha-shence, then made an eloquent speech, after which the chief and braves executed their graceful and peculiar 'pipe dance,' accompanied by the most melodious music ever heard this side of the Rocky Mountains. Jas. Maas and his banjo arrived on the stage in time to cheer up the spectators, who seemed to be much pleased with his conundrums and jokes, and with his parody on 'Put me in my Little Bed,' which he sang very pathetically. Mr. Sanyeah's 'aerial circles were followed by 'Rooms to Rent,' a very laughable scene. Neoskaleeta, 'the Indian maiden,' sang a ballad or two. Terrific aerial leaps followed; and then some 'vocal gems,' and flat-footed dancing brought down the house. Little Lillie Washburn sang a couple of songs which were appreciated. The 'prince of contortionists' twisted himself for awhile; and then the Indians danced their 'great war dance, showing the capture of two Modocs in the lava beds.' The comicality of 'Scenes Behind the Scenes,' and "the Mourners' added to the variety. The double trapeze of the Sanyeahs was admired for the grace and ease with which it was performed. The most difficult feats were omitted on account of the height of the hall. The entertainment was concluded with the side-splitting farce, entitled 'The Baby Elephant,' which kept the listeners convulsed with laughter for a quarter of an hour. The troupe stopped at the Harrison House over Sunday, and went to Pittston Monday morning."

Bernard J. Fallon, of Carbondale, moved from Carbondale, in 1866, to take charge of P. T. Barnum's extensive grounds near Bridgeport, CT. Following that post, he worked as a gardener on several distinguished estates as well as on Prospect Park, Brooklyn. In the spring of 1874, he returned to Carbondale and erected near the Highworks a greenhouse, which, at the direction of the D&H, he had to move to the area to the rear of the Trinity Church. All this we know from an article in the November 14, 1874 issue, p. 3, of the *Carbondale Leader*:

"Fallon's Green-House. / Mr. Bernard J. Fallon, the gentleman who built a green-house recently on Dundaff street, near the highworks, and after it was completed, was compelled to remove it, has found another piece of ground on the Company's property in rear of Trinity Church. Mr. Fallon is a first-class gardener of twenty years' experience, is a hard-working man, and is greatly desirous of establishing a green-house here. He thought, when he erected his green-house on Dundaff street, that he has got the permission of the real estate agent of the D. & H. C. Co., but he was told as soon as he had finished the work—on which he labored for two or three weeks—that it must be removed at once as there was danger of the culm being set on fire. This was the excuse the authorities offered, and Mr. Fallon immediately took the building away. The writer had a conversation with Mr. Fallon a few days since and learned from him that it was

his intention, provided a suitable plot of ground could be leased, to start a first-class green-house this fall, as autumn is the proper time to begin the propagation of plants where all kinds of exotic and native plants and flowers will be grown constantly. That such a place is needed in Carbondale is known to all our people who are lovers of flowers. Too little attention has been paid here to the cultivation of these beautiful gifts of nature, which one always sees around the homes of well-to-do and refined people. Mr. Fallon intends, if he meets with no further misfortunes, to be able next season to furnish flowers for funerals and weddings, church and residence decorations, and bouquets of all sizes and varieties. He will not confine his business to this city entirely, but will cater to the villages down the valley, to Honesdale and Susquehanna. Mr. Fallon returned to Carbondale last spring. He was formerly for many years a resident of this city, and moved from here in 1866. He had charge of Mr. P. T. Barnum's extensive grounds at Bridgeport, Conn., for a few years, after which he went to work for Mr. Story, editor of the Journal of Commerce, whose beautiful residence at the corner of Fulton and Franklin avenues, Brooklyn, we have often admired. He has also worked on Prospect Park, Brooklyn, and for some time was gardener on Mr. D. P. Barnard's premises on the Hudson. He understands his business thoroughly, and with the proper local endorsement he will succeed as he certainly deserves to succeed."

In the June 12, 1875 issue of the *Carbondale Leader*, p. 3, Bernard Fallon placed an ad in which he announced the many different kinds of plants and flowers that he had for sale at that time. Here is that ad, which was placed under the heading *FLORIST* in the newspaper:

"FLORIST

PLANTS, FLOWERS, &C.

The Peoples' long wished-for want supplied at last.

The subscriber is now prepared to furnish all

Varieties of Plants and flowers, such as

Geraniums, Fuchsias, Pelargoniums,

Several Hundred Roses of Different Varieties,

Petunias, Verbenas, Gardenias, Calladiums,

and many other varieties too numerous to mention.

Also a large stock of

Tube-Roses, Peonies, Gladiolus, and Dahlias in great variety.

Also 100,000 of the celebrated

Trophy Tomato, Cauliflower,

Egg-Plant, Peppers, and Red Cabbages for Pickling.

Also the Early Wakefield Cabbage,

100,000 Celery and late Cabbage ready in July.

Several Hundred Varieties of the

Choicest Annual Seeds,

from Five to Ten and Twenty cents per package.

Also prepared to supply customers with all varieties of

Fruit Trees,

Grape Vines, &c., at short notice.

BERNARD FALLON

* * * *

On the question of gardens in Carbondale, it is appropriate to note here the following note of thanks to Mr. Wade, gardener at Hendrick's Park, that was placed in the *Carbondale Advance* of August 5, 1876, p. 3, as follows:

"Our thanks are due to Mr. Wade, gardener at Hendrick's Park, for the very elegant bouquet of choice flowers gracefully presented by Mrs. Hendrick. It is a liberal collection and a very tasteful arrangement of the most beautiful and most fragrant flowers, much surpassing any bouquet we have ever seen in our city."

It was announced in the *Carbondale Leader* of April 25, 1874, p. 3, that P. T. Barnum "Great Traveling World's Fair and Universal Exposition" would present morning, afternoon, and evening exhibitions at Carbondale on Friday, May 1, 1874. Here is that announcement:

"P. T. BARNUM'S GREAT TRAVELING WORLD'S FAIR AND UNIVERSAL **EXPOSITION OF FEATURES.**—There are some propositions so incontrovertibly established as to have long since passed beyond the propriety of discussion. For example: the world is a round body, and P. T. Barnum's Great Traveling World's Fair, which is to give morning, afternoon, and evening exhibitions at Carbondale, Friday, May 1, is comparatively the biggest and best show in the world; neither of which assertions any intelligent person dreams of disputing. Among the masses the latter fact is as well, if not better, known as the former, but it may not be quite as generally understood that the great American Monarch of Marvel Land and Nimrod of curiosity hunters, grows in ambition and enterprise with the years, and is constantly adding to his vast moving collection of museum, mechanical, automatic and animal marvels, living phenomena and arenic novelties, till his representative exhibition has grown to nearly three times its original stupendous proportions, requires the services of over a thousand energetic men and superior horses, and presents under its acres of twenty centre pole canvases, something like a hundred thousand curiosities, fifteen hundred superb animals, birds, reptiles, and amphibious marine monsters, and three great combined circus companies of the finest artists in every department of amphitheatrical exercises and achievements, who appear in superb rivalry, at the same time in two separate rings [emphasis added]. And this grand aggregation is fully as remarkable for quality as size, many of each of its scores of monopolized specialties being a show of themselves. There are, for instance, in the steam engine operated Museum and Polytechnic Institute, hundreds of the most ingenious and costly French, Swiss and German automaton figures of men, birds and animals, which mimic life in many extraordinary illusory ways; that wonderful scientific sensation, the Talking Machine, which laughs, sings, and speaks fluently, in exact imitation of the human voice; the El Dorado dwarf, Admiral Dot, who is a Lilliputian among the smallest pigmies; the only Fiji Cannibals ever brought from their far and fearful island home; the only living Giraffes in this county; a mastodonic Rhinoceros, weighing four tons; the remarkable horse-riding Goat, 'Alexis;" monster North Pacific Sea Lions, disporting and roaring in great tanks of water; gigantic Elands, Yaks, Horned Horses, Tapirs and Vlack Varkes; monarchical Lions, royal tigers, and many other rare creatures and creations, too numerous to mention. / Most great men are credited with some remarkable 'last words,' as a sort of original bequest to surviving humanity, and when Mr. Barnum's turn comes—though may he live to walk to his own funeral—to join that caravan to which his friend Bryant refers, and the only one more 'innumerable' than his own, he will undoubtedly gaze longingly afar toward Afric's sands, Arctic seas, Egyptian tombs, Indian jungles, and European Art repositories, and repeat the watch-word of his life:--"More Features." This is the characteristic which imparts such value and irresistible interest to this great exhibition, and will here, as elsewhere, receive the tribute of attendance from everybody."

Here is the ad for the May 1, 1874 P. T. Barnum shows in Carbondale, as published in the *Carbondale Leader*, April 25, 1874, p. 4:



"Giving Daily Three Full, Grand and Complete Expositions, at 10 A.M. and 1 and 7 P.M."



ADMIRAL DOT, the Cupid of the Dwarfs, and smallest man that ever lived. 16 years old, 25 inches high, weighs 15 pounds.

ONLY LIVING GIRAFFES IN AMERICA,

Each one of which cost more than 15 cages of animals usually presented as "features" in travelling Menageries, well as distinguished as "features" in travelling Menageries,

THE ONLY SCHOOL OF CAPTIVE LIVING SEA LIONS! A LONG TO A of a and battle group on

North Pacific Monsters, weighing 1,000 pounds each, and transported in huge tanks of water, over the stationers and

THE LARGEST RHINOCEROS EVER KNOWN. An Asiatic Mammoth, as large as an Elephant, and weighing over \$,000 pounds.

THE FAMOUS AND FEROCIOUS FIJI CANNIBALS! Sole Representatives of their human fesh-devouring race in Christendom, and resqued by

Mr. Barnum from their captors, by whom they were condemned to be eaten.

THE WONDERFUL, HORSE-RIDING GOAT, "ALEXIS," an animal equestrian superior to many human artists, has grown of specific

chair despairingly. Now last work which impare such value and last a control of the control of t

Including Landscapes, Grotto and Transformation Scenes, Running Brooks, Rippling Fountains, Rushing Bailroad Trains, Mythologic Metamorphoses,
Automaton Singing and Flying Birds, Bell Ringers, Trumpeters, Musicians, Acrobats, and hundreds of other extremely curlous and
diverting features from France, Switzerland, and Germany, never before placed on exhibition.

CIRCUS CELEBRITIES!

Whose diversified acts are unequaled and uncensurable. The greatest number of the Greatest Riders, Leapers, Gymnasts, Trapezists, Clowns, Contortionists, Pantomimists and General Performers, of every Nation, ever congregated. More than enough Pre-eminent Arenie Talent to constitute a score of ordinary circuses.

THE BEST EDUCATED ELE-PHANTS, CAMELS, TRICK HORSES, PONIES, MULES,

beauty of hyperbole, in dignity, in | -This company gave a choice variety | whether I had been sworn or not? THREE CONSTELLATIONS OF IN GROWN mead that married A mA. does a ward talgin I -- strait spall W At the meeting Saturday nomications for policemen, and Taken as of its kin The orch all words ling show P. T. BARNUM

And other animals, and more of them, than were ever before exhibited at one - Whenever a man undertalismit

> This Mastodonic Amusement Enterprise being veritably either position as it should be filled.

"THE WORLD'S SHOW" involving an expenditure of

things which he ought never to have OVER A MILLION OF DOLLARS,

apable of editing a paper-and we and a Daily Disbursement of \$5,000; whose arrival in town is heralded each morning at 9 o'clock by SEEN; elever to hold office; NEEN

THE MIGHTIEST PAGEANT EARTH HAS EVER

Exceeding in magnitude and massive splendor a dozen Roman triumphs; presenting more mastedonic animal and varied art attractions than

all the combined parade or concealed possessions of any other dozen shows, and giving overwhelming outside and state of

evidence of the millionaire inside resources of the Greatest Manager's

GRAND COSMOPOLITAN UNIVERSAL EXPOSITION OF ALL NATIONS!

This huge Highway Holiday Parade displays a transporting LEAGUE OF LUSTRE! and as a triumphal and Allegoric Spectacular Demonstration is

The great chief, Wa-ha-sha-sha-shelmendous CNAL - MARY: I's

THE EIGHTH WONDER OF THE WORLD!

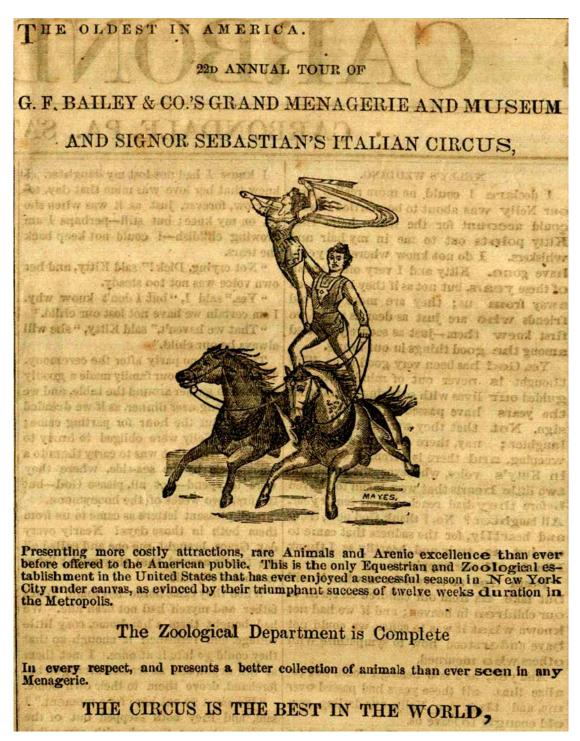
The only Exhibition in America recognized and endorsed by the Religious Press, and daily visited by eminent Clergymen and Divines; and the only one in the world returning ten-fold the Price of Admission. In older and base



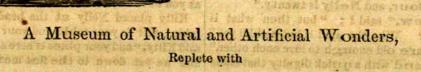
ime we shall be able to hold some



In the Carbondale Leader, July 11, 1874, p. 2, it was announced that on July 14, 1874, G. F. Bailey & Co.'s Grand Menagerie and Museum and Signor Sebastian's Italian Circus would present a show in Carbondale on July 14, 1874. Here is that announcement:



Unequaled in its appointments, elegance and talent, endless in novelties and attraction, and embodying the best troupe of equestrians, gymnasts, and athletes in the world.



CURIOSITIES OF NATURE AND ART,

And objects of living and mechanical interest.

A MENAGERIE,

Forming, beyond all Dispute, the Largest Zoological and Ornithological Collection in America.



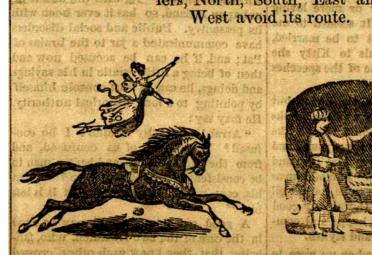


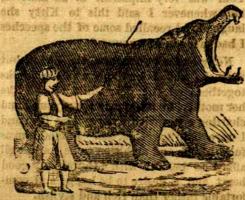
THIS IS G. F. BAILEY & CO.'S BIG SHOW

Nelly with Yon, father, and I so glad and chun that ther get Jammed together, so to then this that she has won, tuoda dome os heard so have leaven of his speech, and

You will observe that it only costs half as much to see a full and complete Menagerie, a Museum, and an elegant Circus, by waiting for this establishment, as it does to visit the mountebank concerns which overrun the country every summer. These shows will not branch off or divide under any circumstances, but will travel together, visiting all the principal cities and towns in the country during the season.

Bear in mind that this Great Circus and Exposition of the Wonders of Nature is, beyond comparison, the largest and most complete ever organized. Its reputation is so confirmed that the most pretentious travellers, North, South, East and





activities in at a standard BE IT UNDERSTOOD, dead stall when the swig

That the management stand pledged to return the money to any person who will conscientiously say that he or she is dissatisfied with the quality of the entertainment, or the wonders of the exhibition.

The CELEBRATED BROOKLYN MILITARY REED BAND,

Numbering 20 pieces, will be one of the features of the Great Show.

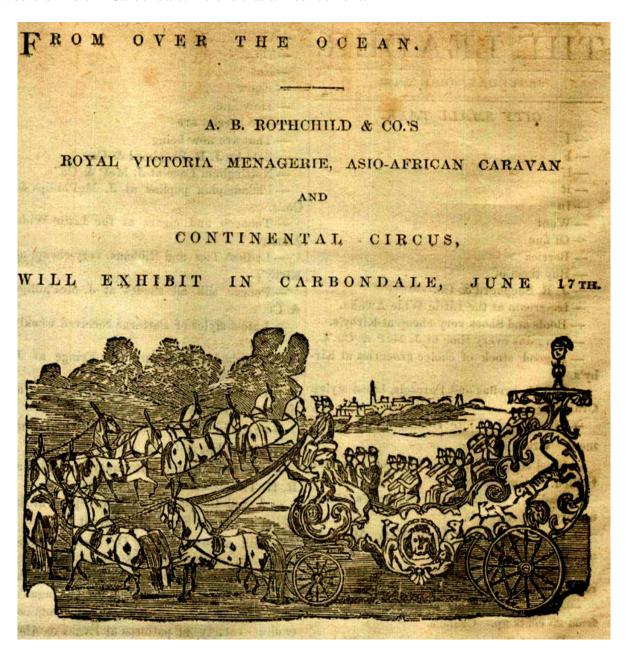
THE PROCESSION! IT WILL PAY TO SEE IT;

and then, if you think the show is not all that it is claimed to be, don't patronize it.

Will Exhibit at CARBONDALE, TUESDAY, JULY 14, 1874.

Admission, 50 cents; Children 25 cents.

In the *Carbondale Leader* of June 5, 1875, p. 3, it was announced that on June 17, 1875, A. B. Rothchild & Co.'s Royal Victoria Menagerie, Asio-African Caravan and Continental Circus would exhibit in Carbondale. Here is that announcement:



THIS NEW TRANS-ATLANTIC CANDIDATE FOR PUBLIC FAVOR

After achieving an English and Coutinental reputation such as to officially obtain the distinguished recognition of Her Most Gracious Majesty, Queen Victoria, has been transported to the Great Republic, by special steamer, at enormous expense, and will during the present season

BE INTODUCED IN ITS GRAND DOUBLE DIVIDED PAVILIONS

To American approval, preparatory to its location at Philadelphia during the Great Centennial Exhibition, and pending the erection of a permanent Colossal and Superb Zoological Garden and Ampitheatre for that purpose, AT A CONTRACT EXPENDITURE OF \$200,000.

THE MOST NOTABLE NEW DEPARTURE

ATTEMPTED IN AMUSEMENTS IN THE WORLD, ITS

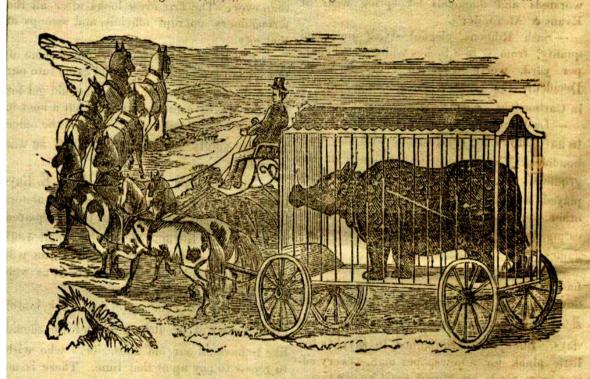
MAGNIFICENT MENAGERIE TENT

Canopies a Colossal and Costly duplication of the famous Zoological Gardens of London,
PRESENTING SAVAGE NATURE'S MONSTER MIRROR.

Reflecting living lessons from the double golden lairs, in which may be studied and admired the most complete and perfect collection of carnivorous and graminivorous captives ever congregated since the flood, including a CARAVAN COLLEGE OF BRUTE SCHOLARS and the most astounding illustration of animal magnitude and training on earth in

PRESENTING SAVAGE NATURE'S MONSTER MIRROR.

Reflecting living lessons from the double golden lairs, in which may be studied and admired the most complete and perfect collection of carnivorous and graminivorous captives ever congregated since the flood, including a CARAVAN COLLEGE OF BRUTE SCHOLARS and the most astounding illustration of animal magnitude and training on earth in



THE CYCLOPEAN ASIATIC RHINOCEROS "HIMALAYA,"

Positively the only Rhinoceros on exhibition in America, and such a moving mountain of pachydermatous flesh that ten of the strongest Flemish draught horses are required to move him. The most unique and thrilling Arenic Innovations ever presented in this or any age are the incredible performances, acts and antics of the EDUCATED IRON-CLAD SOVEREIGN of the Indies in CIRCUS RING at each exhibition.

AN INNUMERABLE FIELD AVIARY OF GORGEOUSLY PLUMAGED AND

LANGUAGE-GIFTED BIRDS,

A COLONY OF MONSTER BABOONS.

ACTING APES AND MIMICKING MONKEYS,

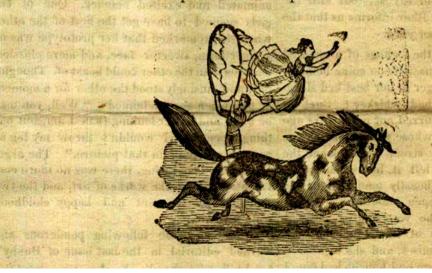
A ROYAL RING OF CIRCUS CELEBRITIES,

Constituting a peerless concentration of GREAT ARENAS BEYOND CENSURE,

NEW FOREIGN FACES AND AMERICAN FAVORITES.

Mille. JOSEPHINE, Premiere Equestrienne; Mr. HARRY KING, the Original Pete Jenkins and General Performer; Master WILLIE DEMOTT, Juvenile Equestrian; La Petite DEMOTT, Baby Pony Rider; PETE CONKLIN, the People's Favorite Clown and Jester; Mr. FRANK MOULTON, Acrobat and Gymnast; YOUNG AJAX, the Boy Wonder; HARRY MACK, Juggler and Daneing Barrel Performer; Mons. VOLNA, the Man of Many Forms; DAVE LUKE, General Performer; CHAS, KING, General Performer, and a a host of others unrivalled in supreme artistic competition and stellar rivalry for Olympic laurels.

er a fina antilow



The greatest number of the greatest riders, leapers, equilibrists, contortionists, gymnasts, jugglers, and general performers ever assembled in either Hemisphere, and illustrating the signal triumphs of equestrianism and the highest and purest attainments of graceful and courageous physical development.

THE HUGE HIGHWAY HOLIDAY PARADE, OR PROCESSION OF THE NATIONS.

Led by Prof. FRANK F. FANCESCHINI'S Coldstream Silver Cornet Band,

In the Gorgeous GOLDEN CHARIOT of St. George, exceeds in massive splendor a dozen Roman Triumphs, and gives outward evidence of the mastodonic inside resources of

FOREIGN FIELD FAVORITES.

SEE IT, AND CIRCULATE THE GOOD NEWS THAT

THE GREAT SHOW IS COMING.

Menagerie Doors open at 1 and 7 P. M. Circus Performance commences one hour later.

Admission, 50 Cents Children uuder 9 years, 25 Cents.

HONESDALE, WEDNESDAY, JUNE 16.

NICHOLSON, FRIDAY, JUNE 18. MONTROSE, SATURDAY, JUNE 19.

Performance in Honesdale, June 16, in Carbondale on June 17, in Nicholson on June 18, in Montrose on June 19.

On Saturday, October 7, 1876, John O'Brien's 6 Great Shows exhibited at Carbondale. Here is a copy of the announcement of that exhibition that was published in the *Carbondale Advance* of September 30, 1876, p. 2:

WORTH MILES OF TRAVEL TO BEHOLD!



A New Era in Public Amusements!

WILL EXHIBIT AFTERNOON AND EVENING AT

Carbondale, Saturday, October 7th, 1876.

JOHN O'BRIEN'S

6 GREAT SHOWS.

ALL CONSOLIDATED. The Largest and Finest

MENAGERIE, MUSEUM, CIRCUS AND HIPPODROME!

ON THE CONTINENT.



Eight Centre Pole Tents all Combined, and Holding 10,000 Spectators!

One Mile of Gilded Chariot Cages I

TWO POWERFUL BANDS!

A GREAT CIRCUS IN .

TWO SEPARATE RINGS !

An Army of Wild Beasts,
A Universe of Wonders,
Monster Livsng SEA LIONS,
Performing Elephants,

The Beautiful Lioness "EMPRESS" and her Three Beautiful Babés.

BEAUTIFULLY PLUMAGED BIRDS,

Monster Circus in 2 Separate Rings!

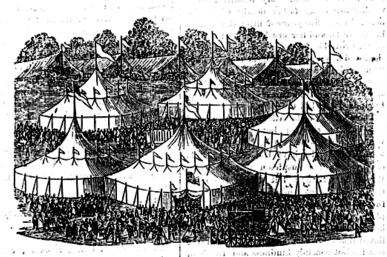
An Avalanche of Arenic Talent.

From the Amphitheatres, Htppodromes and Circuses of both Hemispheres.

2 Full and Complete Circus Troupes.

With Two Distinct Exhibitions going on at the same time, in full view of the entire audience. (See Catalogues and Programmes for details.)

Grand Museum!



Thousands of Startling Curiosities ! A Fountain of Real Water sends forth a refreshing coolness in the mammoth Menagerie and Museum Tent. It is produced, and all the Automatic Wonders in the great Museum are operated, by an improved Stationary Steam Engine! perfect in all its parts, and a masterpiece of Mechanical Ingenuity. ho esting bound

DRESS PARADE AND REVIEW.

On the morning of the Exhibition Day. One Mile of Palatial Animal Cars! 2 Spirited Bands, seated in the Car of Liberty and Chariot of the Sun! A Regiment of Men and Horses! Two Resplendent Golden Chariots! Nothing like it has ever before been attempted! We aim to please the People, and give the Best and Largest Show, for Loss Money, than any Manager in America, and we do it! beautiful non

YO CRAND EXHIBITIONS

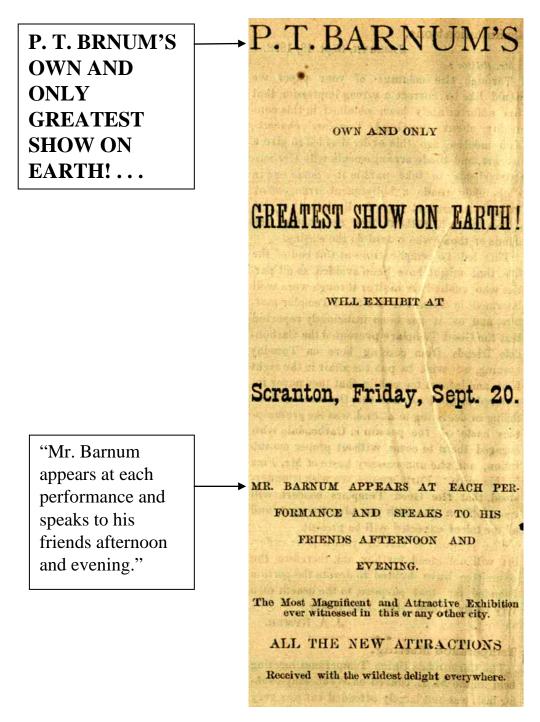
APTERNOON AND EVENING!

Admission to all, only 50 cts.

CHILDREN UNDER NINE TRAES, 25 CENTS

Opens at 1 and 7 P. M. Commences one hour later. NEVER DIVIDES. Does not travel by rail, but moves over the highways with an army of men and horses. Look at it as it "goes marching oh," and judge for yourselves of the magnitude and merit of this yest consolidation. Extra trains and reduced fares on all railroads. Good order always maintained inside and outside the pavilions. Courteous ushers in attendance.

On Friday, September 20, 1878, P. T. Barnum's Greatest Show on Earth visited Scranton. Here is the announcement of that visit that was published in the *Carbondale Leader*, September 14, 1878, p. 2. From the last two lines of this announcement we learn that there were "EXCURSION TRAINS on all Railroads on the day of exhibition."



FACTS TO BE ESPECIALLY REMEMBERED.

- 1st. I have revolutionized and purified the Menagerie and Circus Tent Exhibition. I have made it a place where refined ladies and gentlemen can go with their children and never witness a gesture nor hear a remark that a lady would not countenance in her own parlor.
- 2d. I never divide nor decrease my attractions, but add to them continually.
- 3d. I am sole proprietor of all the railroad cars that transport my "Greatest Show on Earth." I own every dollar in the entire exhibition, and have no interest in any other show.
- 4th. I positively never advertise an attraction that I do not exhibit, and I do not, for want of room, advertise many rare novelties which I do exhibit.
- 5th. Immense as my street procession is, I put into it less than half of my cages of wild animals and museum curiosities, and only half the number of my marvelous Trained Stallions.
- 6th, Mine is four times more extensive and costly than any show that ever traveled, and I will forfeit and pay \$50,000 if my Daily Expenses for the last seven years have not been more—probably treble—than the Entire Gross Receipts of any tent exhibition that ever traveled in this or any other country.

P. T. BARNUM.

Barmum has the Grandest Ring Pageant, the Most Marvelous Museum, the Most Living Curiosities, the Largest Menagerie,

THE BEST CIRCUS,

the Best Riders in the World, and to sum up, mul-

"The Greatest Shown on Earth!"

The Greatest Show on Earth!

The daily expenses of which are larger than the entire gross receipts of any other show that ever traveled, or was ever seen in this or any other country.

The Troupe of ROYAL STALLIONS



The most beautiful and intelligent animals ever seen, are 20 IN NUMBER, and were imported at a cost of \$150,000, from their royal masters, the Emperors of Russia and Germany, the late Victor Emmanuel. King of Italy, and the Grand Kahn of Tartary. They appear under the direction of their trainer. CARL ANTONY, Jr., at each performance, in various acts, concluding with the introduction of THE BNTIRE NUMBER IN THE RING AT ONE TIME.

CHARLES FISH, the Chinese Bareback Rider of the World. A salary of \$50,000 a year will cheerfully be paid for the equal of this great artist.

WM. MORAN, the Lightning Hurdle Rider.

MISS KATIE STOKES, the Great Lady Bareback Rider.

SIX PERFORMING ELEPHANTS!

Over whose backs Mr. JOHN BATCHELOR performs his wonderful leap, turning A TRIPLE SOM-ERSAULT.

CAPTAIN COSTENTENUS, the Tattooed Greek Nobleman, tattooed from head to foot—the greatest living curiosity in the world.

COLONEL GOSHEN, the Palestine Giant, 8 feet 6 inches high.

THE LARGEST TRAVELING

MENAGERIE IN THE WORLD!

On the morning of the day of exhibition

A GRAND STREET PAGEANT

of unusual extent and great magnificence will pass through the principal streets. One of the features of this Scene of Processional Splendor will be the appearance of 10 of the 20 Stallions in Procession, led by their foreign grooms.

Doors open at 1 and 7 P. M. Performances one hour later.

ADMISSION 50 CENTS.

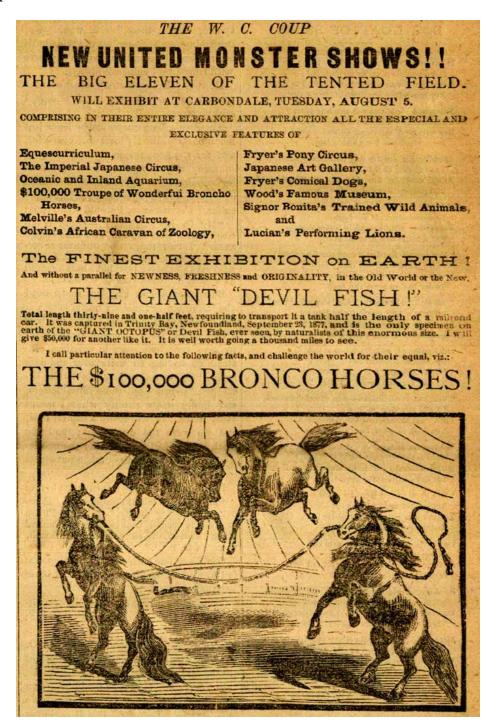
Children under 9, half price. Reserved Seats 25 cents extra.

of "THE LIFE OF BARNUM," or his latest story

Ladies, children and others wishing to avoid the crowd in the evening are advised to attend the Afternoon Exhibition.

EXCURSION TRAINS on all Railroads on the day of exhibition.

"EXCURSION TRAINS on all Railroads on the day of exhibition." On Tuesday August 5, 1879, W. C. Coup's New United Monster Shows exhibited at Carbondale. Here is the announcement of that exhibition that was published in the *Carbondale Leader*, July 26, 1879, p. 3:



\$5,000 Horse-riding Monkey; \$10,000 Two-horse Riding Rocky Mountain Goats, in Double and Single Acts; \$5,000 Horse-riding Dogs; \$5,000 Dogs Riding Bare-back Dogs.

The Only Japanese Circus ever in America, and requiring a special Royal Edict from the Mikado to enable them to leave the Japanese Empire.

The Only Living Hell Benders.

The Only Troupe of Performing Broncho Horses in the World, and a standing challenge of \$10,000 is offered for their equals.

The Only White Whale ever exhibited with any traveling exhibition.

The Only Devil Fish ever exhibited, and more than thrice the size of any other ever captured.

The Only Living Hippopotamus with any traveling exhibition in the United States. All advertisements from other shows, announcing the exhibition of this exceedingly rare animal, are fraudulent.

The Only Great Troupe of Comical Performing Dogs that can execute so great a variety of wonderful and diverting tricks

The Only James Melville's Great Australian Circus, comprising a double troupe of the most distinguished artists in the profession.

The Only Learned Sea Lion trained to perform a number of sensational tricks, by his keeper, who enters his Tank with him.

The Only Aquarium of Ocean and Fresh Water Fish, Marine Monsters, etc., that ever traveled through the country. Others have mendacionally anneunced this ferture, but it has positively never been even at tempted by any other manager than myseif.

The Only Pony Circus ever organized, and composed of the most numerous and best troupe of Performing

Ponies in the world.

The Only Japanese Art Gallery ever exhibited, covering surfaces of over 4,000 square feet, and magnificently and faithfully illustrating the scenery of and life in the Empire of Japan. This exhibition alone cost

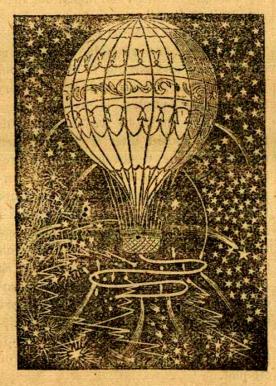
more money than any circus and menagerie combined.

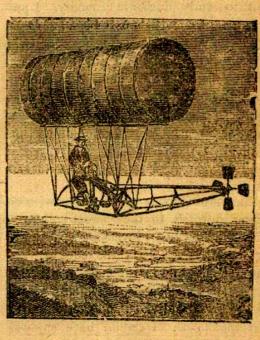
Unique Street Pageant.—Edgar Menter's Silver Cornet Band; \$10,000 Royal Tally-he Coach, with Four-in-hand and \$2,000 Harness; the magnificent \$10,000 Imperial Coach of Napoleon III., once the actual property of the late French Emporer, drawn by four magnificent horses from the Imperial stables; the \$100,000 beautiful Bronchos, led singly by liveried grooms; Five New and Magnificent Chariots; the Royal Jananese Troupe, in a Canepied Colossal Japanese Car. a novelty to America; the Team of Sacred Zebus, drawing a Burmese Punkah; the Troupe of Low Comedy Poules; Elephants, Camels; Dens, Vans, Liars and Cages. I will forfeit \$100,-000 if my Brand New Shows do not contain absolutely more fresh, rare and startling govelties than all others in America combined.

TWO ENTERTAINMENTS DAILY,

UNDER NEW AND BEAUTIFUL DOUBLE-TOP PARLOR TENTS, AFTERNOON AT ONE, EVENING AT SEVEN.

THE NEW





FLYING MACHINE.

ADMISSION: CHILDREN, under 9, 50 Cents. - 25 Cents.

1885 was the peak year for the number of circuses on the road in America. In that year, there were more than fifty circuses touring the United States.

P. T. Barnum's Circus appeared in Carbondale on Wednesday, May 13, 1885. In the write-up about that appearance that was published in the *Carbondale Leader* on May 15, we find the following perceptive statement about the significant role that "necessities" like circus performances can play in all our lives, especially during hard times:

"Luxuries may be dispensed with in hard times, but such a necessity as a circus causes the money to flow like water."

Here is that write-up from the Carbondale Leader of May 15, 1885:

"Barnum's circus created much excitement in this city Wednesday. The surrounding towns and country poured in an immense multitude, and the small boy, as well as the children of a larger growth, appeared to enjoy themselves greatly. Mixed with the usual amount of humbug, for which Barnum is so famous, the show was well worth seeing. Some thousands of dollars were withdrawn from circulation in the valley,--but scarcity of money don't affect the attendance on a circus. Luxuries may be dispensed with in hard times, but such a necessity as a circus causes the money to flow like water [emphasis added]." (Carbondale Leader, May 15, 1885, p. 3)

Allen Williams and Barney Rourke, Gravity Railroad men, attended that performance of P. T. Barnum's circus in Carbondale on May 13, 1885. That we know from a note in *Gravity Notes* in the May 15, 1885 issue (p. 1) of the *Carbondale Leader*, as follows:

"Allen Williams and Barney Rourke attended the Barnum show on Wednesday."

Henry Blair, "an eccentric and roaming character" and a skilled horseman, who spent his boyhood days in Carbondale, was, later in life, employed by P. T. Barnum to drive Barnum's forty-horse chariot. In 1887, Blair was killed by D&H Engine No. 33 as that engine was nearing No. 8 bridge of the Carbondale branch (the Jefferson Branch of the Erie). That we know from the following article that was published in the *Carbondale Leader*, December 28, 1887, p. 4:

"DEATH ON THE RAILS. A Man who Drove Barnum's Forty-Horse Chariot. / Henry Blair, an Eccentric and Roaming Character, Struck Last Evening by a D. & H. Engine and Instantly Killed Near the Rock Cut—His History. / About 6 o'clock last evening as D. & H. engine No. 33, Ed. Atkinson, engineer, was nearing No. 8 bridge on the Carbondale [Jefferson] branch a man was seen walking in the track. The whistle was blown and the man stepped out from between the rails without looking back, and continued on his journey. Engineer Atkinson

made no attempt to stop, but as the locomotive neared the individual he again stepped upon the ties apparently unconscious of the approaching train or the shrieking danger signal. It was too late to stop and no one was near to pull the man off, and he was stuck by the ponderous iron horse. The train was brought to a stand still and the lifeless remains were placed upon the caboose and brought to this city. / The corpse was recognized as that of Henry Blair who will be remembered by many of the older residents of this city as identified with the early history of the place. He was the oldest son of Luther G. Blair, familiarly known as 'The Major' who delighted the youth years ago by his martial bearing when he beat the drum on special occasions such as occurred on the 17 of March and the old fashioned fourth of July that Carbondale was famous for fifty years ago. The man whose earthly existence was closed so suddenly last night spent his boyhood days in this neighborhood, part of the time at Bethany, then the county seat of Wayne County. In early life he was given to traveling, inheriting the spirit of adventure from his father, who when a mere boy did service as drummer in the war of 1812. / Away back in the 'forties' Henry was a popular stage drive in the service of Alexander Kenner, and no man on the line between Wilkes-Barre and Honesdale was a more expert handler of the ribbons and whip. It is said that he was selected by the famous Barnum to drive the celebrated forty-horse chariot. Later Mr. Blair went to Michigan where he was for a time successfully engaged in the lumber business, and for some years little was known of him. A few years ago he returned and was for a time employed by Patrick McGarry of Fell township, but recently he worked wherever he could find such employment as he was able to perform. His wife is living in the family of John Peck near Simpson, and Henry was in the habit of spending part of his time at this house. Recently he had been engaged in the lumber district near Forest City and was probably on his way to the mills when he was killed. / The remains will be buried at Prompton where his father, an active man over ninety years of age, resides. The other members of the family who are best known here are Rev. Hiram G. Blair, of Kirkwood, N. Y. and Mrs. Rowena True, of Montrose."

On Saturday, August 9, 1890, Washburn & Arlington's New United Monster Shows exhibited in Carbondale on the D. & H. C. Co.'s Flats. Here is the announcement of the exhibition that was published in the *Carbondale Leader*, August 5, 1890, p. 3:



"D. & H. C. CO'S FLATS...": located at the north end of the D. & H. Carbondale yard The number of circuses that visited Carbondale and many of the other cities and towns in the anthracite coal region of northeastern Pennsylvania in the nineteenth century is extraordinary. The positive effect--enriched quality of life--that those circus visits/performances had on the lives of the anthracite coal miners and railroaders and their families can not be overstated. Daily life, on and off the job, was hard work, and working in the anthracite mines and on the railroads was dangerous, but when the circus came to town, the lives of those railroaders and miners were filled to capacity with magic and wonder and good cheer.

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Roller Skating

In the 1880's, roller skates were mass produced in the United States. In 1884-1885 a roller skating craze enveloped the upper Lackawanna Valley. Such a craze surely enhanced the quality of life in the Lackawanna Valley at the time. It also provides good evidence that there was pleasure in daily life, and that the standard doom-and-gloom portrait of life that is usually presented for the period is not true.

Two items in the GRAVITY NOTES in the *Carbondale Leader* of October 10, 1884 (p.3) relate to roller skating:

- l. "Charles McMullen attended the exhibition at the Carbondale skating rink last Tuesday evening."
- 2. "McMullen & Medland's skating rink at Waymart is going up rapidly. These are men of experience and the rink will be a credit to the town."

From a notice in the Honesdale column in the October 28, 1884 issue (p. 3) of the *Carbondale Leader*, we learn that Honesdale's "Castle Rink is filled to overflowing every evening. Elmer Mack, the gentlemanly manager is a great favorite among the ladies. A number of professionals have been here. Messrs. Allen, Menner, Genung and Dimock, who own the building, guarantee good management in every respect."

From an article in that same issue of the *Carbondale Leader*, we learn that McMullen & Medland's roller skating rink at Waymart would open on Thursday, October 30, and that at that opening Miss Letha Page would give an exhibition of fancy skating. Here is that article:

"McMullen & Medland's rink at Waymart will be opened next Thursday evening. Henry Gramer's full band will be present, also Miss Letha Page, the champion lady skater, of Boston,

will positively appear and give an exhibition in fancy skating. A pleasant surprise awaits all who attend. The celebrated Loval and New Era skates will be on hand for all who wish to try the floor." (*Carbondale Leader*, October 28, 1884, p. 1)

From October 1884 to October 1885, the Carbondale newspapers were filled with articles and notices about roller skating. Given below are 45 articles/notices/ads about roller skating from the newspapers during that period:

1. Waymart's Gravity Rink well patronized; Hunter and Wickwire exhibition:

"Gravity rink at Waymart is well patronized. Next Thursday evening Hunter and Wickwire will give an exhibition there. Gramer's band will also be present." (*Carbondale Leader*, November 4, 1884, p. 1)

2. James Monk and Harry Price best skaters on the Gravity:

GRAVITY NOTES, *Carbondale Leader*, November 11, 1884, p. 1: "James Monk of No. 5 and Harry Price of the summit are the best skaters on the gravity."

3. Wickwire and Hunter perform at Gravity Rink in Waymart; Z. A. Wonecott gave an exhibition on the bicycle:

"Gravity rink was the center of attraction at Waymart last night the occasion being the second appearance of the favorites, Wickwire and Hunter. A large audience greeted the Carbondale boys, and every one present attested their approval by round after round of applause. Mr. Z. A. Wonecott, of Waymart, also gave an exhibition on the bicycle which gave universal satisfaction. Gravity rink is now in first class order and the proprietors seem to make every effort to please the public. So far they have succeeded admirably." (*Carbondale Leader*, November 14, 1884, p.1)

4. Orange race at Gravity Rink:

"There will be an orange race at Gravity rink on Saturday evening." (GRAVITY NOTES, *Carbondale Leader*, November 25, 1884, p. 1)

5. In December 1884, Carbondale's Opera House Roller Rink was just about finished; detailed description of building; seating for 1,000; music stand suspended from ceiling:

"SECOND TO NONE. / THE NEW ROLLER RINK ALMOST READY FOR BUSINESS.

/ The workmen engaged in erecting the new Opera House roller rink in this city have brought their labors nearly to a close and the immense structure nearly to completion. The proprietors have had for their motto during the construction of the building Nulli Secundus. They have lived up to it throughout, and at the grand opening which takes place next week they will show the public that this city [Carbondale] contains a roller rink that is indeed second to none in points of convenience and comfort [emphasis added]. The erection of this rink has been under the charge of contractor George Gibson, of Scranton, an expert in building of this kind, and he has spared no pains or expense to make it perfect in every respect. / The size of the building is about 60 by 100 feet—that is also the space that will be allotted to the skaters, for the various offices and rooms are separate from the skating room. The conveniences for the comfort of the patrons of the rink are admirably arranged. / A ladies' parlor, about 8 by 10 feet, is located at one corner of the front, carpeted with Brussels carpet. Opening off of this is the ladies' cloak room and also a window into the skate room so that ladies can procure skates and have their wraps attended to without annoyance or danger of being jammed by the crowd. A lady attendant will be in charge of this room at all times. The gentlemen's room will be fitted up with a great deal of care, the floor neatly covered with matting and the walls adorned with pictures. The gentlemen's coat room is off of this one. Both the gentlemen's and ladies' rooms are heated with steam, lighted with gas, and have marble top wash basins and convenient closets. An admirable feature is the commodious gallery which runs around the entire room.. There will be no scrambling for best seats. All are equally advantageous. It is estimated that 800 people can be seated and nearly 1000 accommodated if necessary. The music stand which is suspended from the ceiling in the center of the room will be occupied by Gramer's Opera House band which will discourse first-class music each evening. / The most notable of all the excellencies which are displayed in the construction of this rink, is the matchless skating floor. There was first laid a pine floor of matched boards with solid foundation. This is covered with three thicknesses of felt and then is laid a perfectly smooth floor of matched hard maple, the lumber for which was selected with the greatest care. The floor is being finished under the supervision of the manager, F. C. Hand, and he is determined that it shall not be called finished until it is glass like in its smoothness. / The structure is well lighted, heated and ventilated and there is absolutely no danger from a disaster by fire, as large doors can be swung open instantly at each end of the room for the egress of the crowd. Taken all in all it is without exception the finest and most comfortable skating rink that we have yet seen." (Carbondale Leader, December 5, 1884, p. 3)

6. Midgets to give exhibition at Gravity Rink:

"The Midgets will give an exhibition at the Gravity rink, Waymart, this evening." (*Carbondale Leader*, December 5. 1884, p. 1)

7. Grand masquerade party at Gravity Rink on Christmas eve, 1884:

"There will be a grand masquerade party at the Gravity rink, Waymart, on Christmas evening. No person will be allowed to skate unmasked. All are invited." (*Carbondale Leader*, December 19, 1884, p. 2)

8. Ads for Opera House Rink and Metropolitan Rink in *Carbondale Leader*, December 19, 1884, p. 3:

OPERA HOUSE RINK,

Open from 10 to 12 a. m , 2 to 5 and 7 to 10 p. m.

Gramer's Opera House Band,

Every Evening and Saturday afternoon.

Special Attention given to Instruction.

SPECIAL ATTRACTIONS.
Friday Evening, Dec. 19,
A GREENHORN RACE
for a cash prize.

Monday and Tuesday, Dec. 22 and 28, GAINES & GIBSON, Acrobatic Skaters and Banjoists.

ADMISSION,	-	-	• · · · · ·	15 c	enta.
Children,	٠.		· .	10	
Use of Skates es	ich a	ession	n, -	10	,66

METROPOLITAN RINK

Carbondale, Pa.,

OPEN PROM

10 to 12 A. M., 2:00 to 5:00 and 7:30 to 10:30 P. M.

SPECIAL ATTRACTION,
Tuesday Evening, December 29,
FANCY DRESS CARNIVAL.
Grand March at 9 p. m.

The Mosart Band plays five evenings each week

ADMISSION - 15 Cents,

USE OF SKATES, Each Seesion, 10ets.

Sidewalk Skates not Allowed On the Floor.

9. Detailed report on roller skating in Carbondale, December 19, 1884:

"RINK NOTES. / A fancy dress carnival will be given at the Opera House Rink on the evening of Saturday, Dec. 27th, which promises to be an interesting affair. Prof. Danielle will be in the city on the 26th with a fine assortment of costumes which will be furnished at reasonable rates. The Pressey and Lester Star Combination appeared at the Opera House Rink on Tuesday and Wednesday evening to good houses. The performance was pronounced by all the finest which has yet visited this city. Miss Jessie Lafone in her exhibition of fancy skating pleased all by her graceful movements and received the liberal applause of the audience. Colwell and Gardener as acrobatic skaters proved themselves monarchs of the art. The riding of Pressey and Lester on the Star bicycles must be seen to be appreciated. Their part of the entertainment was received with enthusiastic demonstrations of approval. The game of polo on the bicycles was particularly pleasing and the performers showed marvelous skill in handling the machines. Should this company of artists come again they will surely be well received. / Next Tuesday, the 23rd, is the date for the fancy dress carnival at the Metropolitan Rink. Great preparations are being made for the occasion and it will doubtless be one of the liveliest events of the season at the rinks. A costumer with several outfits of every description will be at the Harrison House at eleven o'clock on that day and will be prepared to furnish almost anything in that line one could desire. The grand march will begin at 9 p. m. after which time no one will be allowed on the floor except those having costumes. / The proprietors of the new Opera House roller rink in Carbondale, are to be congratulated upon securing as manager Mr. F. C. Hand, of Scranton. We know Fred to be a capable and obliging gentleman who will at once become popular with the patrons of the rink.—Susq. Transcript. / Mr. Robt. M. Scranton and M. T. Cann of the Scranton Republican were in the city on Wednesday, and visited the Opera House Rink they were much pleased with the appointments and pronounced the floor the very finest. / The Opera House Rink has been handsomely decorated, much improving its appearance. Messrs. Hand and Hunter displayed good taste in the arrangement and trimming. / A Greenhorn race at the Opera House Rink will be the event of the evening, open to those who never have skated. A cash prize will be awarded to the winner. / On Monday and Tuesday evenings next, Gaines & Gibson, acrobatic skaters and Banjoists, will appear at the Opera House rink. Their reputation is the best and they give a pleasing performance. / The Bon Bon party at the Opera House Rink last evening proved an interesting attraction, the appearance of the skaters being an interesting sight, and one which afforded amusement for those present. / The Mozarts are playing some new music at the Metropolitan." (Carbondale Leader, December 19, 1884, p. 1)

10. Detailed report on roller skating in Carbondale, December 23, 1884:

"RINK NOTES. / Gaines and Gibson, acrobatic skaters and musical artists, appeared at the Opera House Rink last evening and gave a fine performance. Their skating was very good and their appearance very fine. As musicians they showed wonderful talent, playing upon the

different instruments with much skill. As singers they pleased all and their different selections were received with applause. They will appear again to-night and should be received by a large house as they are certainly a fine attraction. / The fancy dress carnival comes off at the Metropolitan rink to-night. One or two rehearsals of the grand march have been had and the event bids fair to be an attractive one. / The green race at the Opera House rink on Saturday evening, between Mr. Haley and John Finch, was a very amusing one. It was won by Haley although Finch did well and until the last lap was the favorite. / The Opera House rink will be the center of attraction on Christmas afternoon and evening, and as the skaters desire on such occasions to enjoy themselves they will find everything favorable and all the comforts of a first class rink. The floor is conceded by all the best skaters to be the finest and the other features equally as satisfactory. / Suits can be had for the carnival tonight at the Metropolitan rink by calling at the Harrison House any time to-day. A costumer is there prepared to furnish a variety of styles. / A turkey race at the Opera House rink will be the event of Wednesday evening. It promises to make an amusing event. / Preparations for the fancy dress carnival at the Opera House rink on Saturday evening are progressing and the prospects are that it will prove a pleasant affair. Prof. Danielle will be at the Harrison House on Saturday morning with a good assortment of costumes. / The attraction for Christmas night at the Opera House rink will be an obstacle race. Each contestant is required to saw three pieces of wood, crawl through two barrels, eat two bananas, climb through a net and from the top of a step ladder at the finish eat a half pie, all this to be done upon skates, making a most amusing sight." (Carbondale Leader, December 23, 1884, p. 2)

11. Fancy dress carnival at Metropolitan Rink in Carbondale, December 23, 1884:

"The management of the Metropolitan Rink sustained their reputation of furnishing the best of attractions by the success of their first fancy dress carnival on last Tuesday evening. Some elegant costumes were worn, as well as others that were decidedly original and very comical. There were twenty-two persons in the grand march and the precision with which they went through this made a beautiful sight. The first prize for the most elegantly dressed gentleman,--a Derby hat—was awarded to Louis Rehkop, and for the most elegantly attired lady, Mrs. Allie Clifford was given a handsome plush album. Wm. Clifford and Miss Lillie Foster were given second prizes for the most comical costumes. The carnival was witnessed by a crowded house, a great many of whom skated until time for the grand march. The playing of the Mozarts on that evening was unusually fine." (*Carbondale Leader*, December 30, 1884, p. 2)

12. Fancy dress carnival at Metropolitan Rink in Carbondale, December 27, 1884:

"The fancy dress carnival at the Opera House Rink on Saturday evening was a fine affair. The large building was perfectly crowded with spectators, every seat on the floor and in the commodious gallery being filled. The floor was enjoyed by the skaters during the early part of the evening. About nine o'clock the participants in the carnival withdrew one by one to prepare their dress, and shortly after were announced ready to enter. Their entrance was a most pleasing sight. Over fifty were in costume, and it looked like the grand entry of some royal pageant with a liberal sprinkling of clowns, jesters and 'king's fools.' The grand march lasted nearly half an hour, during which time there were inspected by the judges who consisted of Dr. H. C. Wheeler of this city, Frank Penwarden, of Honesdale, and a Mr. Stone, of Deposit. Prizes were awarded as follows: To Miss Tenie Rehkop as the lady with the handsomest costume, to Miss Jennie Gardner for the most original lady's costume and to Miss Francis Burke for the most comical lady's costume. To James McTighe for the handsomest gentleman's costume, to H. G. Baker for the most original gentleman's costume and to Frank Ferrel for the most comical gentleman's costume. Miss Jennie Gardner's costume is deserving of special mention for its originality. It was a most unique dress and was composed entirely of Scranton Sunday Republicans. Many of those in costume displayed decided originality. The affair was a success in every particular." (Carbondale Leader, December 30, 1884, p. 2)

13. Roller skating now popular everywhere; the moral value of roller skating questioned:

"THE AMUSEMENT QUESTION. / The question of amusements, always a vexed one, is exciting more than usual interest at the present time. The modern innovation,--the skating rink,-now the rage in every town of respectable size [emphasis added], and for which there is such a craze, brings the subject very near to an immense number of people, and so vividly that it demands attention. Probably no one species of amusement ever embraced so many devotees. It seems for the time to have absorbed the whole passion for recreation, and the parties who furnish this species of amusement are working it for all it is worth. On their part, of course, the principal motive is a mercenary one. They must make it attractive in order to draw patronage, not only from the skaters, but from spectators who witness the exhilarating spectacle. Hence what is known as 'special attractions.' Individual experts and 'combinations' of performers on bicycles and skates, musicians of various kinds, and fancy dress carnivals, are provided, and in this way the business has become a general show business. As such it has its objectionable features, and the constant round of excitement and hilarity stimulated to the highest pitch by competition, gives it an alarming aspect to the religious community. In the view of the clergy, and the active religious workers of our towns, the question has become one of a serious nature. The prevalence of the amusement fever threatens to uproot and overturn the serious considerations of especially the young of the communities, and turn back the tide of moral and religious progress. /Even the casual observer must have noticed the effect of the recent skating craze, and the question of how

to counteract it is, perhaps, the most pressing one of the time. It requires most careful and judicious consideration. That amusements will always exist, at least while society is constituted as at present, must be admitted. If they cannot be prevented,--and we take it but few would wish that altogether,--can they be controlled in the interest of good morals, and so as not to interfere with the more important and serious matters of life? Has the church,--by which we mean the religious community,--done its duty in providing rational amusements for the people? Is there not in religious circles too much of a tendency to asceticism, by which the young, especially, are repelled from religious influences? It is very evident that something must be done to regulate amusements so that they shall not be so widely separated from the church and its holy teachings. What shall be done, or how to do it are questions in the solution of which the exercise of the highest wisdom, and the most prudent management, are required. It will not do for the religious community to stand idly by and take no interest in this matter other than to deplore the evil effects of this passion for amusements. Such conduct will have no more effect in stemming the rising tide than the idle wind. Some plan must be devised to control the movement in such a way as not only to counteract its evil effects, but to promote the growth of a healthy moral and religious sentiment in the community. There is no necessary conflict between rational and properly regulated amusements and a pure religion. They will harmonize admirably, and when Christian people recognize this fact, and reduce it to a practical working system, the amusement question will be readily and happily solved. "(Carbondale Leader, December 30, 1884, p. 2)

14. Skating and dancing carnival at Gravity Rink on January 2, 1885:

"There will be a skating and dancing carnival at the Gravity Rink [in Waymart] to night. A grand time is expected." (*Carbondale Leader*, January 2, 1885, p. 1)

15. Clover Club Ball at New Opera House Rink in Carbondale on December 30, 1884 was probably "the very 'toniest' affair of the kind ever held in this city."

"THE CLOVER CLUB BALL. / The New Opera House Rink was a beautiful sight on Tuesday evening, the occasion of the reception and ball given by the Clover Club. A large number of guests were present, quite a few from out of town. The large and pleasant room was gaily decorated in honor of the occasion and in the decorations the young gentlemen showed themselves possessed of much taste. The guests were treated with the utmost consideration and all who participated enjoyed themselves heartily. It was one of the most select, and probably the very 'toniest' affair of the kind ever held in this city." (Carbondale Leader, January 2, 1885, p. 1)

16. Masquerade skating and dancing carnival at Gravity Rink on January 2, 1885:

"The masquerade skating and dancing carnival at the Gravity rink last Friday evening was the finest affair the people of Waymart have yet enjoyed. The managers were E. C. Ensign, W. L. Carr, H. D. Niles and O. S. Ensign." (*Carbondale Leader*, January 6, 1885, p. 1)

17. Decker family exhibition at Castle Rink in Honesdale on January 12, 1885:

"Wood Miller attended Castle rink, Honesdale, last evening and witnessed the Decker family exhibition. He pronounced it A No. 1." (GRAVITY NOTES, *Carbondale Leader*, January 13, 1885, p. 1)

18. Pompejani Masaniello Company drawing large crowds at Metropolitan Rink in early January 1885:

"The Pompejani Masaniello Company which has drawn such large audiences at the Metropolitan Rink every night for a week is an excellent band of musicians. They render the most difficult music, as well as many of the popular airs in a truly artistic way. They furnished the music for a dance which was given in that rink last night. Manager Hagan has arranged to secure them for another night. They will give their farewell concert to-night." (*Carbondale Leader*, January 13, 1885, p. 1)

19. F. H. Weed of No. 20 has made a superior pair of roller skates of lignumvitae; acrobatic Norwegian skaters to appear at Gravity Rink on February 2, 1885:

"F. H. Weed, of No 20, has turned out a set of rollers for roller skates which takes the cake over any I have yet seen. They are made of lignumvitae and are as smooth as glass. If he would make them for sale he would do a rushing business. / The acrobatic Norwegian skaters will give an exhibition in Gravity Rink, Waymart, next Monday evening. They have a standing challenge of \$1,000 for any one who can equal them." (GRAVITY NOTES, *Carbondale Leader*, January 30, 1885, p. 1)

20. Carbondale's Metropolitan Rink declared to be excellent by Binghamton commercial man:

"A Binghamton commercial man says he has been in thirty-eight different rinks, and pronounces the Metropolitan of this city the best of them all, and the Mozart Band the best for music." (*Carbondale Advance*, January 31, 1885, p. 3)

- 31. Miss Henrietta Vinton Davis and Miss Lillie Western to perform at Carbondale's Metropolitan Rink:
- "The Metropolitan Rink. / Miss Henrietta Vinton Davis, of Washington, D. C., an octoroon, and a lady of fine histrionic talent, will recite some of the best passages from standard plays at the Metropolitan Rink, on this, Saturday, evening. The Washington *Evening Star* says: / Miss Henrietta V. Davis, a young colored girl, a native of this city, who for some time has been preparing for the stage, made her debut before a select audience at Marini's Hall last evening. She was introduced by Mr. Frederick Douglass, and read several selections in a manner which won her great praise. / At this rink will also appear, every evening next week, Miss Lillie Western, the accomplished and versatile musical artist, whose performances on the Xylophone, magic bells, and simultaneously upon two banjos, and upon a variety of different musical instruments, classes her among the greatest of musical experts. / Do not fail to see these great musical attractions." (*Carbondale Advance*, January 31, 1885, p. 3)
- 32. James Burke and Frank Lindsay gave fine exhibitions of skating skills at the Metropolitan Rink on January 28 and 29, 1885:
- "James Burke and Frank Lindsay, of this city, gave fine exhibitions of their skill as skaters, acrobats and dancers at the Metropolitan Rink on Wednesday and Thursday evenings." (Carbondale Advance, January 31, 1885, p. 3)
- 33. On Tuesday, February 2, 1885, the Norwegian skaters gave the best skating performances ever seen in this part of the country:
- "The Norwegian skaters drew a full house at Gravity rink last night and the general verdict was 'their equals were never before seen in this part of the country.' They are simply immense." (GRAVITY NOTES, *Carbondale Leader*, February 3, 1885, p. 1)
- 34. Messrs. Gillespie and Tenant bid good-bye as managers of the Metropolitan Rink:
- "The Metropolitan Rink was fairly well filled last night and many took occasion to bid Messrs. Gillespie and Tenant good bye. From the number, it was plain to be seen that these gentlemen have made many friends here, who are sorry to have them leave their old posts at the rink. No more courteous and obliging persons could possibly have hold of a rink, which fact is always remarked by those who have attended there. Every person was made to feel 'at home.' These

gentlemen say they will always remember their Carbondale experience as a very pleasant part of their lives and they speak in high terms of the people of our city. The LEADER wishes to extend its compliments, and regrets at the loss of these gentleman and wish them a long and prosperous life." (*Carbondale Leader*, February 3, 1885, p.1)

35. The new management at the Metropolitan Rink is announced, February 3, 1885:

"The Metropolitan Rink started out yesterday under the Mozarts with the following management: E. T. Corby, General Manager; Frank Roemmelmeyer and Henry Elbrecht, Business Managers; Thos. Kennedy, Doortender; Toney Roemmelmeyer, Ticket Agent, and Jacob Neuser, Check Room. Ten members occupy the bandstand as heretofore, and the rest of them act as instructors. The boys are all engaged in one capacity or another." (*Carbondale Leader*, February 3, 1885, p.1)

36. On February 8, 1885, the Gravity Rink at Waymart burned to the ground:

"The Gravity Rink at Waymart was burned to the ground on Sunday morning last. The rink had been open on Saturday evening until 11 o'clock, and when the skaters left for their homes, they little thought this only place of amusement in the town was so soon to be in ashes. At about 12.30 A.M., Mr. John Sours, who lives near the rink discovered the fire in the gentlemen's room, and at once gave the alarm. In a few moments nearly every man in the town was there, ready to aid in any way possible, but any attempt to subdue he flames was useless for when discovered the fire had got well started and the men went to work to save adjoining property. The fire evidently caught from a cigar stub or pipe thrown down in the gentlemen's room. Everything in the rink was burned including a new piano and nearly one hundred pairs of skates. The building had recently been papered throughout with thick paper and it was without a doubt one of the most comfortable skating rinks in the State. The building and fixtures are a total loss, there being no insurance. Some of the most prominent men in Waymart have expressed their wish to see another rink built at once, and I was informed yesterday that Mr. Medland is willing to rebuild at once if Mr. McMullen is. I hope in my next to be able to state that another rink is to be built."

(GRAVITY NOTES, Carbondale Leader, February 10, 1885, p. 1)

37. The Gravity Rink in Waymart will be rebuilt at once:

"The Gravity rink is to be rebuilt at once. It will be twenty-five feet longer than the old one and will be a very fine building." (*Carbondale Leader*, February 17, 1885, p. 1)

38. Display ad, *Carbondale Leader*, February 10, 1885, p.3, for the Metropolitan Rink:

"METROPOLITAN RINK, / Carbondale, Pa., / open from / 10 to 12 A. M., 2:00 to 5:00 and 7:30 to 10:30 P.M. / MOZART BAND PLAYS SIX NIGHTS A WEEK. / Admission – 15 Cents. / USE OF SKATES, Each Session, 10 cts."

39. Gabriel Ravel invented roller skates around 1845:

"Roller skates were invented by that very ingenious man, Gabriel Ravel, of the Ravel pantomimists, and were used in their play of 'The Skaters of Wilna,' performed at Niblo's Garden over forty years ago. A smart Yankee, by the name of Plympton, caught on to the idea, and somehow not many years ago got out patents here and in England for them and realized a fortune. As far as I can see and remember there is not the slightest alteration from Gabriel's original Skate.—New York Graphic." (Carbondale Leader, February 10, 1885, p. 3)

40. On February 6 and 7, 1885, the Metropolitan Rink was packed from "pit to dome" for musical performances by Miss Western:

"METROPOLITAN RINK. / The Metropolitan Rink on Friday evening was packed from 'pit to dome.' It was the largest number that the Metropolitan has contained in a great while, but it was no more than the attraction—Miss Western—merited. This lady is a wonder. She played finely on the violin, banjo, guitar, xylophone, steel bars, bells and drum, and it is said she plays other instruments. How she could, at her age, master so many instruments, is beyond comprehension. The house was well filled at the Saturday matinee and at the evening performance. Bauer's orchestra added to the effect of the music, and Mr. Summerhill's cornet solo was vociferously encored. The band boys scored a big success." (Carbondale Leader, February 10, 1885, p. 3)

41. Many activities at the Opera House Rink during the second week of February, 1885, including the second race for the championship of Lackawanna County:

"The Opera House Rink. / The above rink continues to be the popular place of resort. The event of the week was the debut of the Opera House Rink Polo Club on Thursday evening, which was a very interesting attraction. The game was between the home club and the Star club of Scranton, which resulted in a victory for the Carbondale boys, the score being 3 to 1. Polo promises to be one of the great attractions here as elsewhere, and the Opera House Rink Club will make one of the best in this section. They have arranged for matches with all the leading

clubs. / The attractions this (Saturday) afternoon will be a grand children's fancy dress carnival, which will no doubt draw a large crowd. In the evening the second race for the championship of Lackawanna county and gold medal will come off. The entries are Isaac Doudell, of Scranton, and Messrs. Wickwire, Hunter and Ferrel, of this city. This promises to be the best-contested race of the season." (Carbondale Advance, February 14, 1885, p. 3)

42. "The roller skating craze is spreading to an amazing extent."

"Roller Skating in New York. / The roller skating craze is spreading to an amazing extent. Mr. Mazon, who is manager at the Manhattan Rink, tells me that all ages gather there, from six to sixty. I saw myself women on rollers who, but for the delicacy hedging about a woman's age, would pass for grandmothers. The assemblages are thoroughly cosmopolitan—the boys who haunt the theatre galleries being placed in half companionship with fair-faced children from Murray Hill, both apparently profiting by the mixture—the one by losing roughness, the other by joining self-control and daring. It cost me a sprained finger, a bruised ankle and a lame back to gather this information, and in spite of its being popular, I have no further anxiety to try roller skates.—Tribune." (Carbondale Advance, February 14, 1885, p. 3)

43. Most persons roller skate too fast and frequently cause accidents:

"SKATE SLOWER. / With the majority of persons who indulge in the pastime of roller skating the fault is that of skating too fast. It fairly makes one dizzy to watch them go round and the nervous man involuntarily shuts his eyes at every skate-creak to avoid the momentarily expected sight of a pile of people kicking in confusion. The fault of fast and crowded skating is so general that the notice 'skate slow' is to be seen prominently posted in some of the rinks, where it ought to do the most good but doesn't. The sight of small children mixed up with a crush of fast-going grown skaters would make parents anxious, if they should see it, and thus tend to bring considerable heavy influence against the pastime, which, if practised [sic] at a moderate speed, is not over dangerous, but when done with a whirl and a rush is not over safe even for strong men, who have less to fear from a heavy fall than from the danger of being fallen upon by a confused crowd going at helter-skelter speed. There is not room enough in any rink for crowd racing, and the sooner people learn that sociable roller-skating is an exercise of grace and pleasing movement and not a chase after time, the sooner will bruises and twists cease to torment the skater on the day following his indulgence in the pastime. Tag-playing, crossing and chasing on a crowded rink surface have long since been marked for discipline and reproof, and the same sort of doctoring should be applied to fast social skating, before doctoring of the painful and practical kind has to be professionally applied to save the too eager skater from an early graveyard.— Exchange." (Carbondale Leader, February 20, 1885, p.3)

44. On February 24, 1885, the Arcadian Polo Club will give a benefit performance at the Opera House Rink in Carbondale:

"The Arcadian Polo Club will positively make their first appearance in Carbondale on Tuesday evening next, on the occasion of the benefit of the Opera House Rink Club. It has been reported that they would play at an earlier date at the Metropolitan rink, that is a mistake, however, as they will not appear prior to their engagement at the Opera House rink." (*Carbondale Advance*, February 21, 1885, p. 3)

45. Space ad for the Metropolitan Rink in the Carbondale Leader, March 3, 1885, p. 1:

METROPOLITAN RINK, Carbondale, Pa., OPEN FROM 10 to 12 A. M., 2:00 to 5:00 and 7.30 to 10:30 P. M. SPECIAL ATTRACTION, To-night. VERY EXCITING MILE RACE, Runner, Skater. J. Kirkwood. F. Tappen, Other Special Attractions are the NEW MUSIC, AND FINE FLOOR. Mozart Band plays six nights a week. ADMISSION USE OF SKATES, Each Session, 10cts.

46. Sound thinking about roller skating rinks from the *Wilkes-Barre Record*:

"A Word About Skating Rinks. / The Wilkes-Barre Record has the following to say about skating rinks: / It seems to be one of the peculiarities of the human mind to pick flaws in every new amusement which comes into public notice and is met with a cordial reception, and to attribute it to an unending current of evil. Over in Canada the attack is upon the popular and exhilarating sport known as tobogganing. It isn't the recreation itself that they denounce, but the promiscuous assemblage that they allege one finds at the rinks and on the toboggan slides. This is a singularly weak argument for sensible people to thrust forward, and if followed out to the last degree would end in separating the youth, Shaker-like, into sex divisions. This is manifestly absurd. When a young woman and a young man arrive at an age when they know what amusement best pleases them, they ought to be given the credit of having sense enough to conduct themselves in a proper manner while indulging in it. Persons who haven't strong moral principles are likely to trip up whatever they may be. Prohibitive measures tend to urge them on, while perfect freedom between people of the opposite sexes to enjoy the society of each other will result in a better and firmer feeling. / While there are instances in which escapades and other immoralities have occurred, they cannot be fairly attributed to the rinks for these are evils that are just as likely to grow out of a Sunday School picnic, a camp-meeting, a donation party to the country preacher, an oyster supper or a church bazaar. If young people are thrown together alone these occasional steps from the paths of rectitude will as certainly occur—though happily not at as frequent intervals—as the sun is to pass over our heads from east to west. Elopements have occurred while a young couple were ostensibly going home from church or prayer-meeting must our girls therefore be prohibited from going to church and prevented from having a male escort home? The fact is we must be sensible, and not treat our young people as though their absence from the parental apron string meant moral death. By this we do not mean that they should be given indiscriminate liberties, for we do not. There are young girls in Wilkes-Barre who spend too much time at the rinks, and who take two hours to get home after the closing time, 10:40 p.m., when 15 minutes would be plenty. But the fault is not with the rinks, it is with the parents, who led judicious liberty lapse into license, which is manifestly wrong. The fact of the matter is that these chronic grumblers ought to change their tune. / They want the theatre abolished, and the rink has cut seriously into theatrical business. They want the saloons closed, and the rink has drawn away so many that the saloon men and the billiard-room keeper are kicking like steers. After the rink craze is over, and the young men drift back into their old haunts, and ignore such places of worship as have been arrayed against a healthful and innocent exercise, the hypercritical opponents of the rinks will feel sorry they lifted up their voices and wept." (Carbondale Advance, March 7, 1885, p. 3)

47. Revue of John Armstrong's performance on roller skates as a contortionist and acrobat:

"The *Rink News* has the following to say of John Armstrong, the acrobat, who gives an exhibition of his skill at the Metropolitan rink to-night: 'John Armstrong, who gave such a fine exhibition a few weeks ago at the Arcadian rink, Scranton, pleased the audience so well that his re-appearance was asked for, and he will repeat his entertainment on Wednesday evening. He gives a fine performance, and as a contortionist and acrobat stands in the first rank.' "(*Carbondale Leader*, March 10, 1885, p. 1)

48. Polo news, March 13, 1885:

'POLO NOTES. / Both of our polo clubs play in Scranton this evening; the Metropolitan club at the Arcadian rink with the Prospects and the Opera House Club with the Lackawannas. / The 'only, original Arcadians' of Hyde Park, will play a match game of polo with the Metropolitans, on Friday evening, March 20. The proceeds of the evening will be used in paying for the Metropolitans' uniforms, and the boys hope to see a crowded house. Admission on that evening will be fifteen cents. / Can any one tell why the Opera House Polo Club refuses to accept the challenge sent them by the Metropolitans, can it be that they are afraid to 'cross sticks' with them? / A new club called the 'Clippers' has been organized at the Metropolitan rink. They are all good players and have challenged the Metropolitans for a game tomorrow night. / <u>The Honesdale club is no more</u> [emphasis added]. / The Metropolitan club will appear in their new uniforms at the match game to-morrow evening between them and the 'Clippers' of the same rink. / Two handsomely embroidered Polo flags were presented to the Metropolitans, last evening, by a young lady friend." (*Carbondale Leader*, March 13, 1885, p. 1)

49. Opera House Rink Polo Club and Metropolitan Rink Polo Club both to compete in Scranton on March 14, 1885:

"The Opera House Rink Club of this city will play the second game of polo with the Lackawanna Rink Club, at Scranton this evening. / The Metropolitan Polo Club of this city will play the Prospects, of Hyde Park, at the Arcadian Rink in the latter place this evening." (*Carbondale Advance*, March 14, 1885, p. 3)

50. The three-hour race on March 28, 1885 at the Metropolitan Rink between Thomas Campbell and Burt Wickwire attracted a very large crowd; Campbell won:

"THE 'THREE HOUR' RACE. / The Race on Saturday at the Metropolitan rink between Thos. Campbell and Burt Wickwire attracted one of the largest crowds that that building ever contained. From the starting time, 5 o'clock, to eight o'clock, there was almost a steady stream of persons going into the rink, and, although many came out again, there were so many on the floor that skating was anything but a pleasure. The two competitors were started at 5 o'clock, Wickwire taking a lead of a few feet. 12 miles were made in the first hour, neither of the racers changing their positions—Wickwire leading by a few feet and Campbell dogging him, without any effort to pass. It was plain to be seen at the end of half an hour that Campbell was the better man, as he had a much easier stroke and was free from the tiring swing which Wickwire has. At the beginning of the 17th mile Campbell passed Wickwire, and although the latter made a big effort to get ahead again, he was unable to do it, and after making 16 miles and 13 laps he fell out. Campbell made five more laps and then quit, almost as fresh as when he started. He spent a large part of the remainder of the evening on the floor. / Another race is being arranged, in which several well known skaters will compete for a prize." (Carbondale Leader, March 31, 1885, p. 1)

51. Thomas Campbell will skate a three-hour race with any challenger from Lackawanna, Luzerne, Wayne, or Susquehanna Counties for a purse of \$25 at the Metropolitan Rink:

"Thos. Campbell, the racer, has enlarged his challenge, and now offers to skate a three-hour race with anybody in Lackawanna, Luzerne, Wayne or Susquehanna counties for a purse of \$25.00 at the Metropolitan rink in this city, date to be arranged by the competitors in the race." (*Carbondale Leader*, March 31, 1885, p. 1)

52. On April 2, 1885, at the Metropolitan Rink, John Kirkwood skated three miles in thirteen minutes and twenty-one seconds:

"In a trial of speed for three miles John Kirkwood covered that distance (75 laps in the Metropolitan rink) in thirteen minutes and twenty-one seconds last night." (Carbondale Leader, April 3, 1885, p. 1)

53. Boyst, the second prize winner in the world's championship skating race at Madison Square Garden will skate in a three mile race at the Metropolitan Rink in Carbondale against a fast local skater:

"Boyst, the winner of the second prize in the great world's championship skating race at Madison Square Garden, New York, lately, will skate in a three mile race in the Metropolitan

rink in this city about the middle of this month. Many will doubtless go out of curiosity to see the man—or rather boy, for he is only about 18 years of age—who skated a thousand miles in a week. A fast skater, of this city, will compete with him for the prize, and it will undoubtedly be a race worth seeing." (*Carbondale Leader*, April 3, 1885, p. 1)

54. One of the instructors at the Opera House Rink is James Monk, who works for the Gravity Railroad at No. 5:

"James Monk, of No. 5, is one of the instructors at the Opera House rink." (*Carbondale Leader*, April 10, 1885, p. 1)

55. An 18-hour roller skating race began at the Carbondale Opera House Rink on Thursday evening at 10 o'clock; the indications are that Cuff will win the race:

"A large crowd witnessed the start of the 18 hour race at the Opera House rink Thursday evening at 10 o'clock. At 8:30 this morning, the score stood as follows: / Cuff, 91 miles and 24 laps. / Fredenburg, 69 miles and 9 laps. / Keystone, 79 miles and 1 laps. / Herbert, 86 miles and 2 laps. / At 10 a. m. the score stood as follows: / Cuff, 107 miles and 22 laps. / Fredenberg, 83 mile and 4 laps. / Keystone, 85 miles and 13 laps. / Herbert, 100 miles and 12 laps. / 10:30—Cuff, 112 miles and 9 laps; Fredenberg, 86 miles and 16 laps; Keystone, 87 miles and 14 laps; Herbert, 105 miles and 8 laps. / The indications are that Cuff will come in for first prize, and Herbert for second. / Boyst beat Campbell in the three hour race at the Metropolitan rink Thursday evening. Score, Boyst, 39 miles and 3 laps and Campbell 38 miles and 10 laps." (Carbondale Advance, April 18, 1885, p. 3)

56: Robert G. Bailey, who skated with the Davies Post, No. 187, G. A. R. veterans at the Metropolitan Rink on April 17, 1885, died suddenly on Tuesday, on April 21, 1885:

"Sudden Death. / Mr. Robert G. Bailey died at his residence in this city on Tuesday morning at 4 o'clock, it is supposed from heart disease. He was working at his usual occupation, that of painter, the day previous and seemed as well as usual. Last Friday night he was with the veterans at the skating tournament in the Metropolitan Rink, and put on the skates and enjoyed the exercises with the other 'boys' of Davies Post, of which he was a respected member. / Mr. Bailey came to this city from Greenfield (where he lived in one of John G. Snyder's houses and worked part of his farm) about six years ago, and has since worked much of his time at painting. His age

at the time of his death was about 65 years. / The flag over the headquarters of Davies Post, No. 187, G. A. R., was raised at half-mast on Tuesday in memory of his decease, and the Post attended his funeral in a body on Thursday afternoon." (*Carbondale Advance*, April 25, 1885, p. 3)

57. John C. Davies, engineer at No. 4, and S. A. Dilts, foreman at No. 1, both G. A. R. men, raced each other at the Metropolitan Rink on May 15, 1885, for the benefit of the Park and Monument fund. Fund:

"The much-talked of one hour race between John C. Davies, engineer at No. 4, and S. A. Dilts, foreman at No. 1, both G. A. R. men, came off at the Metropolitan Rink Thursday evening, and was witnessed by a crowded house. It was for the benefit of the Park and Monument fund, and was also intended to settle the question as to which of the two was the 'best' skater. The stakes consisted of a barrel of clams. Mr. Dilts vindicated his claim to be the 'best' skater, the score being: Dilts, 2 miles 10 laps; Davies, 2 miles 4 laps. As this was the second time only that the contestants were on skates, the race was one of the most unique and funny affairs of the season." (Carbondale Advance, May 16, 1885, p. 3)

58. The newly-re-built Waymart roller skating rink is now open:

"The [newly re-built] Waymart skating rink is now open every afternoon and Monday, Wednesday and Saturday evenings." (Carbondale Leader, May 22, 1885, p. 1)

59. Commencement exercises at the Waymart high school will take place at the new roller skating rink in Waymart on June 10, 1885:

"The commencement exercises of the Waymart high school will take place in the rink next Wednesday evening." (Carbondale Leader, June 5, 1885, p. 1)

60. Races at the Metropolitan Rink in June 1885; the Metropolitan Rink went out of the hands of the Mozarts on June 30, 1885:

"The 10-hour, go-as-you-please race at the Metropolitan rink yesterday between McGowan, of this city, and Jordan, of Olyphant, was won by the latter, McGowan falling out shortly after nine o'clock. The score then stood about 30 miles. / Two three mile races to-night at the Metropolitan

- rink. The Morcombs, of Jermyn, will contest with Campbell and Kirkwood of this city. After skating hours a social hop will be given. It will be the closing attraction of the Mozarts. The rink goes out of their hands after to-day." (*Carbondale Leader*, June 30, 1885, p. 1)
- 61. On September 25, 1885, it was announced in the *Carbondale Leader* that the Metropolitan Rink in Carbondale would be closed for the season and that it was doubtful that the rink would be opened again as a skating rink, the management having found that "the 'skating fever' to have almost entirely died out.":
- "THE METROPOLITAN CLOSED. / The Metropolitan rink, which has afforded amusement to many hundred persons in this city for the past year, has been closed for the remainder of the season, and it is doubtful it will be opened as a skating rink again. The management have found the 'skating fever' to have almost entirely died out, and this, of course, is the reason of their action. The rink, which is a commodious building, and one well adapted for fairs, festivals, public meetings, etc., may still be obtained for such occasions of Att'y W. F. Lathrope, who is agent for the proprietor." (Carbondale Leader, September 25, 1885, p. 4)
- 62. In the *Carbondale Leader* of October 9, 1885 it was announced that there would be a skating contest in the Pioneer Rink in Dundaff on October 10 and that on October 17 "there will be, among other attractions, a brass band of twelve pieces to furnish music.":
- **"DUNDAFF.** / There will be a three mile skating contest at the Pioneer Rink to-morrow evening for a purse of \$17.50, between three young men, Messrs. Lee, White and Arnold. On the following Saturday evening there will be, among other attractions, a brass band of twelve pieces to furnish music. . ." (*Carbondale Leader*, October 9, 1885, p. 4)
- 63. On Wednesday, December 23, 1885, Colonel Sanford "gave his great lecture, 'The Past, Present and Future of our Country,' in the Waymart rink":
- "Col. Sanford gave his great lecture, 'The Past, Present and Future of our Country,' in the Waymart rink Wednesday evening." (*Carbondale Leader*, December 25, 1885, p. 8)
- 64. On December 30, 1885, W. C. Slocum, of the Pioneer Rink in Dundaff, was in Carbondale; he will make a short trip to Minnesota in January 1886 "to settle up some business matters there.":

"Manager W. C. Slocum, of the Pioneer rink, Dundaff, was in the city on Wednesday. He intends making a short trip to Minnesota this month to settle up some business matters there." (*Carbondale Leader*, January 1, 1886, p.4)

65. In the March 5, 1886 issue of the *Carbondale Leader*, in an article titled "Polo Matters," it was announced that two good polo matches might well take place in Carbondale on March 9th and 10th:

"Polo Matters. / P. F. Carroll is not the manager of the Carbondale Polo Club as has been stated, although he once efficiently filled that position. The manager of the rink now conducts the affairs of the club. / The Columbias, of Nanticoke, will pass through this section on a tour next week and have been negotiating for two nights here—the 9th and 10th. This club claims the championship of Pennsylvania and challenges any team in the United States. They base the claim on a record of 31 games won and 3 lost. If arrangements are made with the Columbias, two good games may be expected." (*Carbondale Leader*, March 5, 1886, p. 4)

66. In a game of polo at the Metropolitan Rink in Carbondale on October 15, 1886, the Carbondale club beat the Arcadians of Hyde Park:

"The game of polo at the Metropolitan Rink in this city on Friday evening, between the Arcadians, of Hyde Park, and the Carbondale club, resulted in a victory for the home team. Score, 3 to 0. Time of game 3 ½ minutes." (*The Journal*, October 21, 1886, p. 3)

And that was that for roller skating in Carbondale in the period October 1884--October 1886. During those two years, the lives of a great many persons in the anthracite coal fields were enriched significantly by their interest in, participation in, and support of the roller skating "fever" that swept through the Lackawanna and Wyoming Valleys of Pennsylvania at that time.

In the 1890s, the Carbondale Opera House once again became an opera house. In the *Carbondale Leader* of August 12, 1890, p. 4, we find the following announcement of a performance to take place in the Carbondale Opera House on Wednesday, August 13, 1890, by Miss Helen Adell in *Forget Me Not*:



The grand opening of the 1890 season at the Carbondale Opera House took place on August 18, 1890, with a performance by Minnie Seward "Supported by her own Superb Company of Dramatic Artists, headed by the popular young leading actor, Mr. Frederick Seward." The following ad, announcing that opening, was published in the *Carbondale Leader*, August 16, 1890, p. 4:

OPERA -:- HOUSE, -:- CARBONDALE,
J. O'HEARN, Manager.

GRAND OPENING OF THE SEASON.

ONE SOLID WEEK, commencing

MONDAY, AUG. 18, & GRAND SATURDAY MATINEE.



THE CHARMING, WINSOME LITTLE COMEDIENNE,

MINNE * SEWARD

Supported by her own

Superb Company of Dramatic artists, headed by the popular young leading actor, Mr. FREDERIC SEWARD.

Will produce a series of NEW and STRICTLY FIRST-CLASS plays, comedies and melo-dramas, with NEW MUSIC, SONGS, DANCES and CHORUSES, specially arranged by our Musical Director, Prof. LEO. MAURICE.

A complete change of bill each night. Each play produced with the best scenic and stage effects possible. For this special engagement prices reduced to ONLY 15, 25 and 35 cents. Seats on sale at O'HEARN'S on and after Wednesday, Aug. 13.

Monday night, Aug. 18, Miss Seward's own play, "FLOSSIE."

NOTE.—The above attraction is Mr. and Mrs. J. Seward Southwick and their dramatic company.—

2330

Gravity Railroad Reunions

Those who worked on the D&H Gravity Railroad and on the Pennsylvania Coal Company's Gravity Railroad loved their jobs. When it came time to retire, many of them did not want to do so, for the simple reason that the quality of their lives on-the-job, as well as off-the-job, was excellent.

Beginning in 1904, just a few years after the closing of the Gravity Railroad, reunions of former Gravity employees were held.

In the biographical sketch of George Lorenz on page 83-84 of the June 1, 1934 issue of *The Delaware and Hudson Railroad Bulletin*, we read the following:

"... MR. LORENZ is a charter member of The Delaware and Hudson Veterans' Association [a separate organization from this Gravity Railroad reunion association] and has served as a vice-president since its organization. For fourteen years he has been president of the Pennsylvania and Delaware and Hudson Gravity Association, which is composed entirely of men who worked on Gravity Railroads and which holds an outing each year at Scranton..."

Given the important role that George Lorenz played in recording the history of the Gravity Railroad by means of these Gravity Railroad reunions, as well as the reunions of the Delaware and Hudson Veterans' Association (see section 2331, below), it is well that we reproduce here the complete biographical portrait of him that is given on pages 83-84 of the June 1, 1934 issue of *The Delaware and Hudson Railroad Bulletin*:



DELAWARE AND HUDSON RAILROAD

BULLETIN-

Heads Gravity Association

Veteran's Railroading Career Began on Inclined Plane

MAN had to have sound judgment, a keen eye, and nimble fingers to hold a job at the head of a plane on the old Gravity Railroad," says GEORGE LORENZ who, prior to his retirement on pension June 1, 1932, had completed over 56 years in Delaware and Hudson employ. When a string of five loaded coal cars reached the top of the long incline, the stationary engineer would give him slack in the steel cable, and in the following instant the headman had to grasp the hook which engaged the cone in the heavy rope, and with a flip of his wrist disengage it. Should he fail to release the big hook he was greeted with a series of remarks from the engineer

which were not altogether complimentary, and the latter had to hastily reverse his engine to avoid causing serious damage to the cable, cars, or his engine.

Nowadays, when a freight train stalls on a grade the engineman has a number of alternatives: he can back down and get a fresh start, he can cut the train into sections and take up one at a time, or, if another locomotive is available, he can call for assistance. In the early days if a train, which ordinarily ran down the slope between adjacent



GEORGE LORENZ

planes by the force of gravity, stopped midway between, the runner had to walk to the foot of the next incline to get one of the powerful horses which were stationed there for emergencies of this type. Returning to his train he would start it with the assistance of the horse and then complete the interrupted run. Not infrequently the boys of the neighborhood, who frequently rode the cars along the levels, would deliberately stop a run of cars to annoy the crews. When one of the culprits was caught he was given a sound thrashing, although it is doubtful whether this discipline had any other effect than to cause him to repeat the prank at the very next opportunity.

Even before his birth at Archbald, Pa., July 13, 1865, MR. LORENZ'S family was connected with the mining and transportation of anthracite. His father was for years weighmaster and later breaker boss in the employ of the Jones and Simpson Coal Company, and GEORGE, after a single term of schooling between the ages of six and seven, went to work in the old White Oak Breaker, at Archbald, picking slate twelve hours a day for 42 cents, which rate was later cut to 39 cents per day. All day long dozens of youngsters, ranging in age from six to ten years, sat hunched over a coal chute high in the breaker, slowing the flow of the coal with their feet while they removed and threw into a nearby box any slate or rock they might see. As long as the percentage of refuse which escaped their eyes was kept to a minmum all was well, but should their foreman consider that they were missing too much, their failure was harshly called to their attention by the sting of a falling whip. This colliery, which at that time had a capacity of only about 450 tons a month, long since burned to the ground and was never rebuilt.

After three years as a slate picker young GEORGE was promoted to the job of running empty coal cars under the breaker chutes for loading, his wages automatically being increased to 54 cents per day. A supply of empty cars was at all times available at the head of the slope passing by the breaker and as soon as one had been filled to its capacity of about four tons, GEORGE had to place another one under the chute. Five years later GEORGE, now nineteen years old, was made extra man at the breaker, doing a variety of jobs throughout the day. At times he would drive a mule on top of a mountainous culm bank where the refuse from the breaker was disposed of: at others he would run cars on and off the scales while their contents was being determined by the weighmaster. The coal from this breaker was all sent to Carbondale for use on steam locomotives of the Delaware and Hudson.

Meanwhile GEORGE had made a number of applications for a position on the Gravity Railroad, although in each instance he was refused because of his small size. This only served to intensify his desire to become a railroader, an ambition which had been growing on him ever since the steam railroad had been built through Archbald when he was five years old. Finally Frank Peters, a Gravity section foreman, agreed to give him a trial, and put him to work tending the head of No. 25 plane at Archbald at \$1.55 per day.

Work at the head of a Gravity plane was by no means easy and a man worked from 6 a. m. until the last loaded car had passed. If, however, he had to work until 8 p. m. he received an extra quarter, although should he quit as late as 7:59 he received straight time, and the work was usually arranged so that a man did not receive any overtime.

Oftentimes a cable or link would break and a string of cars would start back down the plane, gaining terrific speed in a short distance. To prevent any serious damage at the foot of the plane, traps were built in the track at intervals. These traps consisted of spring switches which were closed by the wheels of an ascending car but immediately

opened again behind it, so that any cars descending the plane would be derailed.

After six years at the head of a plane, MR. LORENZ became a "runner," operating trains of Gravity cars between Archbald and Carbondale. In the morning he would leave the foot of "D" plane with anywhere from 5 to 85 cars. At the foot of each succeeding plane he divided his train into sections of five cars each for hoisting to the top, and he rode up on the last group. The entire train had to be coupled up again for the down-grade run to the foot of the next slope. Thus he worked his way to Carbondale and back three times to complete a day's work, for which he received \$1.90.

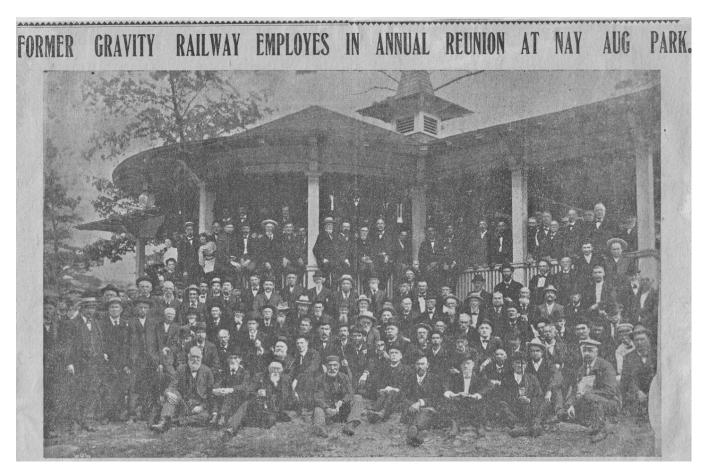
MR. LORENZ continued on the Gravity until it was abandoned in 1899 when he was transferred to the foot of the trainmen's roster on the Pennsylvania Division. For a number of years he was a member of Conductor Wallace Dimock's crew which transferred freshly mined coal from Powderly and No. 1 collieries to the Racket Brook Breaker, where it was prepared for marketing.

For five years, between 1909 and 1914, MR. LORENZ was on a Hudson-Oneonta fast freight run, going north one day and back the next. At that time it took an average of 16 hours to take a train of from 45 to 50 cars from Hudson to Oneonta with what would correspond to the present 700-class engines; today twice as many cars cover the same route behind a 1200-class locomotive in less than 6 hours. MR. LORENZ completed his 56 years in Delaware and Hudson employ as a yard conductor at Carbondale.

Veterans are often asked which they preferred, work on the Gravity or the steam road. MR. LORENZ is unqualifiedly for the steam road since a man who went out on a steam-hauled train knew beforehand just what type of work he would do that day; on the gravity a man might work on a train or plane one day and be set to work tamping ties the next.

MR. LORENZ is a charter member of The Delaware and Hudson Veterans' Association and has served as a vice-president since its organization. For fourteen years he has been president of the Pennsylvania and Delaware and Hudson Gravity Association, which is composed entirely of men who worked on Gravity Railroads and which holds an outing each year at Scranton. He is also a member of the Independent Order of Odd Fellows and the Lutheran Church of Archbald.

MR. LORENZ, who lives at 108 Monroe Street, Archbald, has four children: Mrs. Henry Marcom, Mrs. Arthur Miller, and Miss Ethel Lorenz, of Archbald, and Elmer Lorenz of New York City. The first reunion of the former employees of the Delaware and Hudson Gravity Railroad and the Pennsylvania Coal Company's Gravity Railroad was held on September 3, 1904. A newspaper account of that reunion is included in one of the Gritman scrapbooks in the holdings of the Carbondale D&H Transportation Museum. Here is that remarkable account:



"GRAVITY RAILROADERS' FIRST ANNUAL REUNION/ Novel Organization of Men Who Made the Delaware and Hudson and Pennsylvania Systems—Reminiscenses [sic] by Homer Green and Others. / One of the most unique reunions seen in many years was held at Nay Aug park yesterday, when two hundred and twenty-eight former employes of the old Pennsylvania and Delaware and Hudson gravity railroads met for the first time since the roads abandoned nature's method of transportation and talked over the times when 'me and Mickey ran heavies on number two.' / It was an ideal reunion, Superintendent and trackman met and called each other by their first names. Men now in the highest walk of life were chums again with others in some of the humbler social positions; yet they had been 'chums together' some time and the same ties held. They were men who had made the great coal carrying roads and revelled in the memory of those days when corporations had souls, as Homer Greene said. Perhaps a dozen men had seen fifty years of service with the same company. Many of them are still in the company's employ. Some had lost positions for which they had spent the best efforts of their younger days; lost them because the now mighty corporation forgot past service, but they forgave their alma mater. Master Mechanic Pierce Butler told it all in the words: 'When the old Delaware and Hudson gravity suspended, I felt, boys, as though I had lost my mother.' / Among the veterans gathered were some who had not met for forty years. One old employe, William Knight, editor of the Republican of Howells, Indiana, hadn't met one of the boys in thirty-eight years. J. F. Schmidt of Waverly, Kansas, hadn't seen a boy since 1874. Others, living around this valley, had not seen each other for equally long periods, as there was no occasion on which they could meet. It was the most genuine reunion Nay Aug park ever saw. / The reunion was suggested several weeks ago and a committee composed of the following chosen to make arrangements. The committee was: A. C. Snyder, D. J. Smith, John Watrous and Albert Shaffer. Permanent officers for the next reunion were later chosen as follows: D. J. Smith, president; A. C. Shaffer, vice-president; O. F. Correll, secretary and treasurer. Committee on constitution, Charles P. Savage, George Lorenz, P. J. Walsh and A. C. Snyder. Committee on arrangements, Albert Shaffer, W. D. Bigart, G. W. Allen and E. A. Wonnacott. / The entire morning was occupied in renewing acquaintances. Chairman Snyder called the gathering to order in the afternoon and introduced Homer Green, of Honesdale as the first speaker. Mr. Green was the first operator of the telegraph line from Pittston to Hawley on the old Pennsylvania gravity. He was stationed at number two. Later he went on the engineering corps as rodman, and left the company to go to college with Mr. George B. Smith, another Pennsylvania man. Upon his return, he engaged in the practice of law as the Pennsylvania's attorney. His stories of the early days were humorous and entertaining in the extreme. The speaker spent some time in distinguishing between the corporation of the early days and the company of today. Then, he said, every trackman had an audience when he wished it with the president of the road. This official knew every man on the road by his first name, and wasn't insulted if every man addressed him by his first name. Every man worked. They had superintendents simply to direct the work; not to watch idlers. The Pennsylvania company paid a dividend of profits to its employes. This profit

was the smallest in the business panic of '57, being but five per cent, and often went as high as sixteen per cent. / Mr. Green concluded his address with a story of his falling into old No. 4 pond, which is the present site of Rocky Glen, and being saved through the ice by Sol. Cron, the well known Dunmore surveyor. This story greatly amused the boys. / Pierce Butler, for years master mechanic on the Pennsylvania and Delaware and Hudson roads, told the Delaware and Hudson side of the story with equal interest. Mr. Butler went with the Pennsylvania company fifty-four years ago, in the capacity of machinist's apprentice at the Hawley shops. He drafted the first coal pockets on the canal at Hawley, and worked up to the office of master mechanic, succeeding James Dickson, grandfather of Mr. James Dickson, of this city [Scranton]. Mr. Butler is still in the employ of the Delaware and Hudson company at Carbondale. / In the course of his remarks, Mr. Butler called attention to a peculiar incident in the history of the Delaware and Hudson company. The road was incorporated in 1824, but the gravity was not put in operation until five years later. In the year 1829, the following men who later made the great company, were born: Olyphant, Dickson, Manville, Weston, Wilbur, Crittenden, Young and Albright. / Thomas English of Pittston, was called to the platform and avoided a long address about the runners on the road by saying that he had nothing good to say for those alive, and too much respect for the dead to say anything derogatory, so he would conclude with that. / Calls for the popular Halsey Lathrope brought that genial speaker to the platform and called for forth his characteristic humor. Halsey said that he was in the same shop with Mr. Butler, that is, associated with him, for he never worked when it wasn't absolutely necessary. Mr. Lathrope was an engineer on the old Delaware gravity for years. When the road went out of business in '99, 'he was obliged to tell the company he wouldn't need its services any longer,' and left them. One the last day, a friend addressed him thus: 'Well Halsey, what are you going to do now?' 'Going home and read the thirty-seventh psalm,' replied Halsey. The thirty-seventh psalm reads as follows: / 'Fret, not thyself because of evil doers, neither be thou envious against the workers of iniquity. / 'For they shall soon be cut down like the grass, and wither as the green herb. / 'Trust in the Lord and do good; so shalt thou dwell in the land, and verily thou shalt be fed.' / After the speeches, every man present who had worked on the gravity roads of either company, registered. They will form a permanent organization and meet yearly. / Just a little history of the roads and the men who worked them will no doubt be of interest. The Delaware and Hudson gravity began operations between Honesdale and Carbondale in 1829. About the same time its line was extended down to Archbald and later to points this side. It was called the old Hemlock road, Hugh Powderly of Carbondale, brother of T. V. Powderly, was present yesterday, and told of running the first passenger train from Carbondale to Archbald, in the space annihilating time of twenty-three minutes. The distance is about six miles. Superintendent C. P. Wurts built the car. / This run decided that the road was feasible for passenger as well as freight service. That was fifty years ago. Regular passenger trains were then established. Judson Callender of Peckville

ran on the train with Mr. Powderly. LeGrand Wright of Scranton ran the first passenger train from Carbondale to Honesdale on the other division. The road was abandoned in December, 1899. Sections of it were later used for steam. / The old Pennsylvania road was operated from Pittston to Hawley. Part of the roadbed is now used by the Erie and a section of the Laurel line from Nay Aug park to Ash street. This was the more extensive system of the two. Its planes may still be seen across the mountains at Moosic lake, through Kizer to Hawley. The first line of telegraph along this road was built by William Moore, who was at the park yesterday. Old John Lee, who worked on the first section of the road, was also there. Samuel Elston, who hooked the first trip of cars of number eleven, told that story with interest. Dudley K. Watrous, who ran the first passenger train on the road, was there. Others recalled that thirty-eight years ago on July 3, forty-five cars were wrecked by falling through McCoy's trestle on plane number eleven, killing George Shaffer and wounding John Hafer and Sam Hetzel. The drop was twenty-eight feet. Cornelius Shaffer was there yesterday. Shaffer went down the hundred feet fill at the tannery at Greenville, now Nay Aug, with a train of cars after him. He lost his thumb and one hasn't grown in yet. / The Pennsylvania road was abandoned in '85. Much of this stupendous accomplishment is now unused. This road offered a tide water for all of the coal mined outside of the Delaware and Hudson district and for Wilkes-Barre and vicinity. / Following are the men who served the respective roads fifty years or over: E. E. Greiner, Pennsylvania, 57; Henry Stewart, Dunmore, 53; Hugh W. Powderly, Carbondale, 54; John Rockwell, Honesdale, 52; Phillip Ryan, Honesdale, 52; John Foster, Carbondale, 50; John Gubbin, Moosic, 54; William Maxwell, Dunmore, 50; J. L. Brown, Scranton, 52; George W. Turner, Pittston, 50; J. P. Rosencrance, Pittston, 50. / Next year reunion plans will be made on an even more extensive plan. From the start the organization promises to be a great success. /

PENNSYLVANIA [COAL COMPANY GRAVITY RAILROAD] EMPLOYES. / D. K. Watrous, car runner, Hollisterville; D. J. Smith, foreman, Dunmore; Alex. Correll, car runner, Hawley; A. S. Newton, car runner, Peckville; S. L. N. Snyder, car runner, Jermyn; C. W. Hubbard, car runner, Kizer; Hiland Nickerson, car runner, Dunmore; J. P. Rosenkranz, foreman, Pittston; George Turner, car runner, Dunmore; J. L. Brown, car runner, Dunmore; William. J. Hand, engineer, Dunmore; Albert Croop, car runner, Gravity; William Maxwell, foreman, Dunmore; A. J. Widner, carpenter, Dunmore; David Bishop, car runner, Dunmore; Andrew Decker, car runner, Avoca; A. C. Snyder, car runner, Dunmore, A. E. Hedgelin, car runner, Drinker; V. B. Stone, car runner, Scranton; George Moore, fireman, Dunmore; Richard Berry, car runner, Dunmore; W. B. Swingle, engineer, Ariel; C. H. Masters, car runner, Gravity, J. E. Master, car runner, Scranton; Robert Dampman, car runner, Pittston; Simon Works, car runner, West Pittston, John Mitchell, car runner, Scranton, P. L. Mann, machinist, Chinchilla; John Clifford, car runner, Dunmore; L. A. Barhight, foreman, Gravity; Emery Swingle, car runner, Kizer; B. E. Mitchell, car runner, Drinker; Eber Braning, car runner, Dunmore; Charles Hines, trackman, Scranton; M. R. Rhodes, trackman, Dalton; Samuel Elston, engineer, Pink; Albert

Shaffer, car runner, Gravity; G. W. B. Allen, clerk, Dunmore; F. M. Shaffer, car runner, Gravity; Nesbit Shaffer, car runner, Gravity; Q. Curtis, car runner, Pink; George Schultz, moulder, Scranton; William Harper, engineer, Scranton; James A. Bogart, engineer, Ariel; George H. Jackson, blacksmith, Wimmers; A. B. Kirby, car runner, Ariel; Thomas Rendler, engineer, Pittston, John Henry, car runner, Tinker; William Elston, fireman, Pink; P. J. Welsh, laborer, track runner and fireman, Dunmore; J. B. Mott, car runner, Hawley; Freeling Brundage, car runner, Pink; Charles Matthewson, car runner, Pittston; W. H. Schaffer, car runner, Gravity; R. M. Houser, car runner, Wimmers; David Brundage, carpenter, Pink; James H. Halleck, car runner, Dunmore; S. A. Vandervort, footman, Carbondale; Jessup Kizer, car runner, Maplewood; Lafayette Decker, engineer, Moosic; Morgan Correll, car runner, Dunmore; Erastus Hedglon, fireman, Ariel; Alson B. Vandervort, car runner, Ariel; Michael Gannon, car runner, Dunmore; Aaron King, trackman, Scranton; George Haperman, headman, Pittston; J. F. Emery, trackman, Wimmers; A. W. Shaffeer, runner, Dunmore; A. M. Vicker, telegrapher, Hawley; David Smith, car runner, Dunmore; James Bank, engineer, Pittston; Cornelius Shaffer, car runner, Pittston; John Murphy, fireman, Dunmore; Calvin C. Vail, car runner, Dunmore; D. C. Reed, car runner, Avoca; Andrew Mann, car runner, Carbondale; John Lee, track foreman, Clifford; David L. Mann, engineer, Hamlinton; George Crabb, car runner, Hawley; George F. Ammerman, car runner, Moosic; John Gribbin, rope rigger, Dunmore; Jacob Gromlich, car runner and foreman, Dunmore; John Watrous, car runner, Dunmore; James J. Duffy, car runner, Dunmore; W. M. Sampson, car runner, Ariel; A. R. Swingle, car runner, Ariel; George B. Newton, car runner, Peckville; C. D. Rosencrantz, car runner, Pittston; A. B. Correll, car runner, Carbondale; Benjamin Bennet, car runner, Scranton; B. P. Davis, engineer, Dunmore; L. V. Davis, engineer, Dunmore; Richard Harvey, engineer, Dunmore; James Doud, car runner, Dunmore; George A. Everitts, car runner, Ariel; George Washington Spangenburg, car runner, Dunmore; Richard Weber, footman, Dunmore; Henry Haines, car runner, Dunmore; Phillip Spangenburg, car runner, South Canaan; William Brady, car runner, Dunmore; S. W. Swingle, car runner, South Canaan; W. B. Moore, lineman, Wimmers; Solomon Jones, car runner, Ariel; M. J. O'Horo, car runner, Dunmore; P. S. Silsbee, car runner, Scranton; Harvey Swingle, car runner, Scranton; Louis Engle, car runner, Dunmore; A. D. Sheldon, car runner, Scranton; W. S. Simpson, master carpenter, Pittston; C. W. Rosenkrance, car runner, Pittston; Thomas Smiles, car runner, Pittston; J. Berry, blacksmith, West Pittston; A. J. Van Gorder, car runner, Scranton; James Jackson, foreman, Dunmore; M. E. Sammon, car runner, Scranton; A. P. House, car runner, Hawley; H. Burmeister, track foreman, Elmhurst; Allen Trester, foreman, Ariel; Elmer Enslin, trackman, Varden; H. D. Spangenburg, car runner, Wimmers; C. D. Lown, car runner, Dunmore; Charles B. Elston, conductor, Dunmore; James Cobb, car runner, Simon, Pa.; Samuel Booreen, car runner, Scranton; George Johnson, engineer, Scranton; Sidney Olivers, engineer, Scranton; Alex Craig, mechanic, Pittston; Henry Perry, car runner, Wimmers; Alson Hammond, foreman, Kizer; J. J. O'Hara, headman, Scranton; W. D. Bigart, conductor, Dunmore; W. Foley, track hand, Mt. Cobb; R. W. Cox, repair shop, Scranton; Porter Swingle, fireman, Hawley; E. W. Bishop, runner, Towanda; Henry Stuart, teamster, Dunmore; G. A. Megargel, carpenter, Peckville; Michael O'Boyle, foreman, Dunmore; Russel Swingle, car runner, South Canaan; Henry Vaughn, car

runner, Dunmore; Alex Bryden, engineer corps, Dunmore; John Carney, engineer, Dunmore; John Rise, engineer, Dunmore; C. E. Mitchell, runner, Wilkes-Barre; L. J. Farrell, repair shop, Scranton; J. W. Stuart, shop, Dunmore; John Miller, car runner, Dunmore; Pierce Butler, draughtsman, Hawley; James Black, car runner, Maplewood; E. H. Trestar, car runner, Dunmore; James McCarty, headman, Dunmore; W. J. McCarty, footman, Dunmore; Amos Walher, footman, Dunmore; J. F. Schmid, footman, Waverly, Kan.; James F. Taylor, runner, Scranton; Peter Seigle, runner, Dunmore; Adam Steltz, car runner, Hawley; Ziba Mott, car runner, Moscow; Charles Cottle, laborer, Dunmore; O. P. Biglin, runner, Dunmore; Marvin Tuthill, coal department, Dunmore; Clarence B. Watrous, messenger, Dunmore; Joseph Watrous, messenger, Dunmore; Philander Moon, dispatcher, Hollisterville; W. E. Correll, runner, Hollisterville; T. H. Smith, engineer, Dunmore; Byron Brady, Dunmore; William B. Gritman, clerk, Carbondale; W. P. Cronlin, headman, Dunmore; J. M. Foot, runner, Scranton; Mark Simpson, foremen, Dunmore; William Speece, headman, Scranton; P. J. Reilly, headman, Dunmore; E. J. Secor, car runner, Dunmore; M. E. Dolphin, gate tender, Dunmore; J. H. Clark, laborer, Dunmore; Patrick Doudincan, car runner, Dunmore; George Warman, mason, Scranton; A. L. Bryden, rodman, Scranton; Thomas Butler, repair man, Dunmore; James J. Healey, dispatcher, Dunmore; Charles Corliss, carpenter, Scranton; E. E. Greiner, runner, Peckville; J. H. Butler, engineer, Dunmore; F. H. Schivers, runner, Peckville; W. B. Kirby, car runner, Scranton; H. W. Dalrymple, store house, Dunmore; M. A. Taylor, foreman, Dunmore; Charles H. Shales, car runner, Lackawanna; James Weber, engineer, Avoca; Ulysses Weber, footman, Avoca; Colonel Finch, car maker, Dunmore; Fred Farber, moulder, Scranton; S. E. Coon, car runner, Binghamton; E. J. Duffy, car runner, Dunmore; J. B. masters, car runner, Scranton, S. B. Woodward, car runner, Avoca; Dennis Roach, headman, Scranton; James Clifford, car runner, Scranton; M. J. Laughney, car runner, Dunmore; John Hall, engineer, Pittston; Orlander Brown, car runner, Scranton; Clarence Shaffer, car runner, Gravity; Martin J. Laughney, headman, Hawley; S. B. Buckley, paymaster, Dunmore; Charles B. Boster, headman, headman, Dunmore; William Oetzel, car builder, Carbondale. /

D. & H. [GRAVITY RAILROAD] EMPLOYES. / Daniel Wonnacott, car runner, Waymart; E. A. Wonnacott, car runner, Carbondale; Frank Pickering, yard master, Peckville; Windsor Foster, engineer, Peckville; A. U. Throope, engineer, Peckville; John Foster, engineer, Carbondale; George Lorenz, car runner, Archbald; Kaney Hubbard, car runner, Kizer; J. F. C. Shaffer, engineer, Carbondale; George Thomas, engineer, Peckville; R. A. Williams, footman, Scranton; S. J. Calander, conductor; Peckville; Wesley Stanton, bridgework, Middletown, N. Y.; S. R. Robbin, car runner, Wilkes-Barre; Justice Carry, car runner, Carbondale; John Curran, Scranton; R. H. Keating, foreman, Carbondale; S. A. Diltz, foreman, Carbondale; J. C. Davies, engineer, Carbondale; Frank Ball, car runner, Carbondale; Henry Herbert, car runner, Carbondale; Wilmoth Vail, car runner, Archbald; J. P. Fuller, car runner, Scranton; O. F. Treverton, car runner, Carbondale; Frank A. Farrel, car runner, Carbondale, P. J. Foster, engineer, Carbondale;

A. B. Correll, car runner, Carbondale; C. D. Hetzel, car runner, Waymart; William Seely, car runner, South Canaan; Elijah Wagner, car runner, Peckville; J. W. Bayley, car runner, Scranton; C. H. Vail, car runner, Matamorris; Alex Copeland, car runner, Carbondale; Charles Plath, foreman, Carbondale; Richard Udy, car runner, Carbondale; G. W. Chubb, headman, Huffmansville, Md.; George W. Simrell, foreman, Carbondale; J. W. Brydem, headman, Carbondale; John J. Berry, fireman, Carbondale; Pierce Butler, master mechanic, Dunmore; George H. Foster, engineer, Carbondale; F. J. Fitzsimmons, brakeman, Scranton; C. B. Cleary, car runner, Carbondale; Thomas Pengillly, car runner, Carbondale; G. H. McMinn, headman, Carbondale; S. N. Bayley, engineer, Carbondale; A. S. Hammond, headman, Olyphant; J. B. Alvord, headman, Cadillac, Mich.; John W. Sisco, runner, Dunmore; Philip Ryan, foreman, Honesdale; John Rockwell, runner, Honesdale; H. W. Powderly, rope rigger, Carbondale; Joseph Cobb, runner, Dunmore; William Williams, fireman, Carbondale; Wood Miller, headman, Carbondale; J. W. Sampson, engineer, Scranton; Le Grand Wright, engineer, Scranton; William Young, engineer, Dunmore; George H. Dimmock, car runner, Carbondale; Joel Putman, headman, Waymart; D. W. Alwood, car runner, Waymart; Eli Birs, machinist, Carbondale; Halsey Lathrope, engineer, Scranton; Nathaniel Halstead, carpenter, Scranton, I. W. Osburn, carpenter, Carbondale; Charles Shaffer, carpenter, Waymart; J. M. Kistler, clerk, Scranton. (Newspaper clipping, dated September 6, 1904, from Gritman scrapbook; article on first reunion accompanied by large photo of the reunion group at Nay Aug; headline on photograph: "FORMER GRAVITY RAILWAY EMPLOYES IN ANNUAL REUNION AT NAY AUG PARK"

Supplemental Note: Daniel Wonnacott was one of the D&H Gravity Railroad attendees at this 1904 reunion. Via *Google Books*, John V. Buberniak located in the *1875 PA Auditor General Report*, p. 232, the following notice about Daniel Wonnacott:

"August 28, 1875: Daniel Winacott, sleeping beside the track near Headley's, between Honesdale and Waymart; had his foot run over."

The following report on the 1904 Gravity Reunion at Nay Aug Park was published in a Carbondale Newspaper. A copy of that report was pasted into one of the Gritman scrapbooks. Here is that report/clipping:

"REUNION OF OLD GRAVITY EMPLOYES / Held at Nay Aug Park Saturday—Next Year's Gathering Will be Held in Carbondale. / Pierce Butler, P. J. Foster, Hugh Powderly, John Foster, E. A. Dilts, E. A. Wonnacott, J. F. C. Schaffer, Justus Carey, R. H. Keating, J. C. Davies, Frank Ball, Henry Herbert, O. F. Treverton, Frank Farrell, A. B. Correll, Alex. Copeland, Charles Plath, Richard Udy, G. W. Simrell, J. W. Bryden, J. J. Berry, G. H. Foster, C. R. Cleary, Thomas Pengelly, G. H. McMinn, S. N. Bayley, William Williams, Wood Miller, G. H. Dimock, Eli Birs, and I. W. Osburn of this city [Carbondale] were among those who attended

the reunion of the employes of the former gravity railroads of the Delaware & Hudson Canal company and Pennsylvania Coal company at Nay Aug Park, Scranton, on Saturday. / It was the first event of the kind and was a remarkable success in every respect. The enthusiasm was unbounded and it was decided to have a reunion annually hereafter [emphasis added]. The second affair will probably be held in this city or at Farview; the D. & H. men acting as hosts for the Pennsylvania company's veterans."

The second reunion of D&H Gravity and Pennsylvania Gravity employees was held in September 1905 in Scranton. Here is the newspaper account of that reunion:

"[SECOND ANNUAL] REUNION OF OLD GRAVITY EMPLOYES / Rain Could Not Dampen the Enthusiasm of the Day—Addresses Made Were Very Enjoyable—Letter from Geo. B. Smith—Extracts from Some of the Speeches. [Scranton, PA, September 1905; photo of David J. Smith at head of article with this caption: "DAVID J. SMITH. / Re-elected President of the Association of the Gravity Men."] / Threatening weather yesterday prevented a larger attendance at Nay Aug park, where the former employes of the old Pennsylvania and Delaware and Hudson gravity road held their second annual reunion in the morning and afternoon, despite the black clouds, which at intervals, broke forth in drizzling rain. / The ardor of the day, however, could not be dampened. The ties of love were just as strong, the stories of the old times when no such thing as clashes between capital and labor existed, were just as enthusiastic as if there had never been any black clouds [emphasis added]. Two hundred and twenty-six of the employes had registered, but there was a much larger number present, as many had no chance to register. Wives and children of the old employes were present in large numbers, and a very happy and enjoyable day was spent by all. / Meetings between many of the men who are now old and gray were alike pathetic and enjoyable as they recalled the old times, the incidents and friendships that then existed, but that now had dwindled into a much stronger feeling. The old men met, and shook hands with a feeling of wholesome reverence that was enjoyable to look upon. / During the morning was conducted the business of the association, which was made a permanent one last year, at the first reunion. Fearing that the dark clouds would momentarily burst into a storm, the business was conducted in the white dancing pavilion on the picnic grounds. President D. J. Smith, of the old Pennsylvania road, who was elected to fill the most important office again this year, called the meeting to order with an appropriate speech. / Rev. W. F. Gibbons, of the Dunmore Presbyterian church, made the invocation. The secretary read the minutes of the last meeting, and, after their approval, election of officers for the ensuing year took place. / Results of the election were as follows: President, David J. Smith, of Dunmore, formerly a foreman on the Pennsylvania gravity; vice-president for the Delaware and Hudson gravity, Eugene Biggart, of Carbondale; vice-president for the Pennsylvania gravity, A. C. Snyder, of Dunmore; secretary for the Delaware and Hudson, George Lorenze, of Archbald; secretary for the Pennsylvania men, Owen F. Correll, of Dunmore. / FARVIEW NEXT. / By

almost a unanimous consent it was decided that the employes should hold their next annual reunion in Farview as the guests of the Delaware and Hudson company, as the opinion of the majority of the men was for alternating the places of the reunion between Nay Aug and Farview. There was some discussion about holding the coming reunion at Carbondale, but it was not brought to a vote, and by a final decision Farview was chosen. / This particular place was chosen because of the prominent part it played in the welfare of the old gravity road. Many young people at that time had enjoyed rides over the devious paths of the old road and sought the refreshing qualities of the cool air of the mountains over which the old readbed wound its devious path. These people are now old and bent with the burden of years. They came to Nay Aug park yesterday to enjoy the relating of stories which were familiar to them during their youth. They enjoyed themselves in a way which only old people can who are free from all worldly cares, and without a single exception they all expressed their desire to be at the next reunion, however, many obstacles they may have to overcome in doing so. / When the business meeting was concluded, committees were appointed to arrange for the transportation and other preparations incidental to the next reunion. Speakers will be secured for the occasion by the arrangement committee. The members of the transportation committee are: P. J. Foster, of Carbondale, and George Berry, of Dunmore. The committee on arrangements is composed of the following: William Biggart, Dunmore; Pierce Butler, Carbondale; G. W. B. Allen, Dunmore; Abner Amy, Carbondale, and Fred Hawkey, of Honesdale. / After the committees were appointed the old employes enjoyed a hearty dinner, which disappeared rapidly before increasing appetites and reminiscences of the times when the gravity road was in a flourishing condition. Since last year's meeting of the association it was reported three of the prominent workers had passed to the great beyond. The news of the deaths of George Siegel, of Carbondale; Geo. Houser and DeWitt Weed was received solemnly, and with surprise, by many of their former coworkers. Suitable resolutions will soon be drawn up and passed. / Pleasure was stamped on every face at the park when it was announced that President David Smith had traveled from Connecticut to this city for the express purpose of conducting the meeting and being with the boys once more. / THE SPEECH MAKING. / Promptly at 1 o'clock the speech making began, and there was a continual recalling of the happy times, of the times when these old men were young, when they had ambitions. Reminiscences, pleasing, humorous and complimentary were related by the speakers, all of whom were greeted with thunderous applause. Comments on the different passages and incidents recalled during the speeches were so many that it was with much effort the speakers could make themselves heard. Halsey Lathrope, who is one of the most popular members of the association, and who takes pride in his voice, had no trouble in making himself understood. / Mr. S. B. Buckley appeared first on the platform and read a letter of regret from the superintendent of the road where all these men who yesterday assembled at the park were employed. In his letter, Mr. Smith regretted that unavoidable circumstances made his absence not only necessary, but that it was absolutely impossible for him to arrive in Scranton in time to attend. Mr. Buckley read as follows: / 'To the former employes of the old Gravity Railroad: Gentlemen: On account of my absence from home, I shall not be able to meet with you on the very interesting occasion of your reunion on Saturday, but I want to assure you that it

would afford me great pleasure to meet you face to face, and shake you by the hand. I certainly have a very warm spot in my heart for every one of you. While times have passed away, and many changes have taken place, yet it is most pleasing to look back on the names of and recall to mind the successful work performed by most true and faithful employes. I wish you good health, and a most enjoyable reunion. / Yours very truly, Geo. B. Smith. / MR. MERRIFLELD TALKS. / Edward Merrifield, who for seventy-three years has been a resident of this city [Scranton], gave an admirable address, in which he gave a historical account of the upper Lackawanna county, of the commencement of the old D. & H. canal and of the starting of the Pennsylvania gravity. / He paid glowing tribute to James Archbald, Thomas Dixon and George B. Smith, all of whom were instrumental and highly interested in the success of the abandoned road. / His preaching against the working of the trusts and against trusts, in general, was received with applause by his audience. Peace and good will towards man is, after all, the main aim of all life. / SOME STATISTICS. / The gist of his historical sketch and the facts contained therein were as follows: / Exploration of the upper Lackawanna county commenced by William Wurtz [sic], in 1814. / Erection of the first log cabin in Carbondale in 1818. / An act providing for the regulation of navigation of the Lackawaxen river secured from the Pennsylvania legislature by Maurice and John [should be William] Wurtz in 1823. / Delaware and Hudson Canal company organized by act of legislature of state of New York, April 23, 1823. / Act of New York legislature and another of the Pennsylvania legislature in 1825, combining both of the companies. / Coal first taken to the head of the canal on new turnpike. Cost \$2.75. / James Archbald, engineer and superintendent, 1825. / Old gravity road commenced in 1827. Completed in 1829. / Washington Coal company chartered in 1838. / Same year charter granted for the Pennsylvania Coal company. / Building of new road of the Pennsylvania company commenced in 1847 and completed in 1850. / Many of the people who composed that interested audience had seen the snows of over seventy winters. Some of the employes who registered their names had seen service for more than fifty years. There was one whose valuable service for the Pennsylvania company had extended through a period of sixty-one years, and he appeared yesterday hale and hearty and in good spirits. / The oldest man on the grounds was John Stewart, who was for forty years the barn boss for John B. Smith of the Pennsylvania Coal company. He was eighty-six years some time ago. / John Lee, of 431 Wheeler avenue, this city, was not among the youngest there. He was eighty-two years old some time last month. His work on the old road was during its early life, and he helped to start the first car. He entered the employment of the company in 1849. / John B. Rockwell, of Honesdale, began work when he was a mere boy. He was only fifteen when he began as a greaser on the old planes, and after some years of service, he worked his way up to a conductor on a local which ran over the Moosic Mountains between Carbondale and Honesdale. When the old road was modernized, from one of horse shoe curves and planes to the steam road of today, he left the service after having been employed over fifty-two years. / Another of these, who saw fifty years of continual employ in the old road, is John Farrell, of Pike street, Carbondale. He left when the old road was abandoned, and is yet living in Carbondale, hale and hearty, notwithstanding his close proximity to the three score and ten limit. / There are numerous others who have served the company for that length of time, and whose presence at the

reunion yesterday made the affair so immensely successful. / All the employes had registered in the book provided for that purpose by the secretary. Those present were: /

THOSE PRESENT. / F. E. Schrader, mason; R. W. Howard, foreman; R. Wonnacott, wheelman; Wm. Sanders, brakeman; Wm. D. Moore, lineman; Windsor Foster, engineer; A. U. Thorpe, runner; W. J. Bonner, runner; Henry Heckman, fireman; Frank Pickering, headman; Henry Siebold, engineer; E. L. Walter, carpenter; A. S. Newton, car runner; Harry Swingle, car runner; Charles Geary, runner; William Callaway, headman; G. W. Berry, foreman; W. D. Hollenback, runner; Simon Row, runner; Henry Morgan, foreman; Frank Stanton, runner; Albert Hendrick, rope rigger; D. O. Brown, runner; Charles Croop, runner; A. C. Hendrick, runner; Byron Davis, engineer; H. Rounder, section boss; W. C. Ellston, fireman; Y. B. Masters, runner; G. W. Thomas, engineer; E. J. Quinlan, runner, J. H. Butler, engineer; C. W. Miller, wheelman; Boyd Case, conductor; George Dimmock, runner; C. D. Hetzel, runner; J. M. Lyons, foreman; Henry Herbert, runner; Albert Shaffer, runner; R. W. Keating, headman; D. B. Robbins, runner; James Block, runner; W. D. Woodward, runner; A. L. Callender, runner, S. A. Dilts, foreman; Sam Thorpe, runner; David Wannacott, foreman; Robert Campbell, runner; George McMyson, foreman; E. A. Wonnacott, conductor; Charles Matthewson, runner; R. W. McStraw, runner; J. R. Finch, runner; Fred Johnson, headman; John Beers, headman; James McCarthy, headman; C. A. Masters, runner; John H. Giffin, rope rigger; Henry Krantz, runner; Charles Bailey, runner; Samuel Elston, engineer; A. C. Snyder, runner; J. A. Bigart, engineer; W. H. Bigart, engineer; Levi Stage, fireman; James Lindsay, blacksmith; A. J. Weidner, carpenter; P. J. Walsh, runner; Walter Wills, engineer; William Maxwell, carpenter; S. T. Chubb, engineer; Alven Reynolds, runner; Emory Swingle, runner; S. W. Swingle, runner; Ziba Mott, runner; Randall W. Stevens, engineer; Albert Jenkins, superintendent of farm; Ernest Stevens, runner; P. J. Foster, engineer; Chris Shultz, runner; Hiland Minerson, runner; W. D. Bigart, conductor; Thomas Rendle, engineer; A. J. Vangorder, runner; Adam Stiltz, runner; George Perkins, foreman; Andrew Mann, runner; Philander Moon, train dispatcher; Judson Callender, conductor; L. A. Barhight, fireman; O. E. Histead, footman; Wm. Youngs, engineer; John Snook, conductor; E. M. Peck, runner; Wheeler Wagner, fireman; Henry Kennedy, runner; George Heckman, runner; J. J. Lowry, footman; F. H. Chivers, runner; A. C. Snyder, runner; Fruling Brundage, runner; A. C. Hedgen, runner; John Lee, carpenter, J. B. Mott, runner; Porter Swingle, fireman; L. E. Thorpe, runner; J. C. Tuthill, in charge of planes; Gus Gressler, headman; William Harper, engineer, John J. Berry, runner; D. J. Smith, foreman; George Lorenze, runner; George Cory, runner; Richard Reynolds, runner; L. M. Grippitty, footman; Oscar Meyers, section boss; J. Capiland, runner; Frank W. Peters, foreman; Emory C. Jones, fireman; H. W. Vaughn, runner; George F. Tuthill, runner; M. E. Sammon, runner; W. H. Shaffer, runner; C. A. Reed, headman; P. L. Mann, shopman; W. N. McFretz, laborer; James Stage, runner; H. O. Knapp, headman; John Storr, engineer; Harry Dimmock, watchman; G. H. Foster, engineer; F. A. Vandervort, runner; A. B. Vandervort, runner; Herny Stewart, foreman; W. Williams, lineman; C. D. Lown, runner; P. S. Silsbee, runner; A. D. Sheldon, runner; H. F. Juch, foreman; James H. Masters, runner; Charles Hir??, trackman; F. W. Shaffer, runner; J. W. Osborn, runner; C. L. Stanton, runner; W. H. Bidwell,

engineer; W. J. McCarty, footman; E. J. Secor, runner; L. V. Davis, engineer; M. Gannon, runner; J. H. Thomas, headman; J. L. Pettigrew, headman; M. J. Bulger, engineer; M. T. Spangenburg, brakeman; W. R. Woodward, runner; E. M. Sturdevant, repairer; G. W. Collins, runner; J. S. Collins, conductor; Henry Pevy, runner; Robert Craig, runner; V. B. Tuthill, runner; Abner Amey, foreman; C. Shaffer, runner; M. Foley, track hand; Geo B. Smith, superintendent; Halsey Lathrope, engineer; Richard Webber, footman; Frank A. Page, foreman; Delbert Spangenburg, runner; Norman Belles, runner; Byron Brady, inspector; E. V. Fitzsimmons, runner; John Clifford, runner; J. M. Bayley, runner; H. T. Hudson, foreman; Le Grand Wright, engineer; Alvon Shafer, conductor; A. T. Emery, runner; A. B. Snook, runner; William Hand, engineer; Roger W. Cox, footman; Louis Engle, runner; Philip Spangenburg, runner; Frank Colwell, runner; John Mulligan, foreman; Silas Hayle, engineer; Michael O'Hora, runner; William Walker, machinist; Justus Cory, foreman; R. A. Williams, footman; Solomon Crow, footman; James C. Mateson, brakeman; Charles Ball, brakeman; Thomas Pingelly, runner; Pierce Butler, master mechanic; A. R. Dunlap, runner; Thomas C. Fitzsimmons, runner; James Webber, runner; Charles P. Savage, ticket agent and operator; F. B. Saunders, rope rigger; Wm. S. Simpson, boss carpenter; John Fitzsimmons, headman; John C. Ames, carpenter; James Banks, engineer; Mark Sampson, carpenter; Alex Craig, superintendent machinery; Eber Browning, runner; George Evarts, runner; E. E. Vicker, operator; J. W. Samson, engineer; Lester W. Samson, fireman; G. A Megargel, millwright; Joseph H. Herbert, runner; W. S. Wonnacott, runner; H. D. Spangenburg, runner; W. C. Jordan, runner; James O. Master, runner; D. W. Alvord, runner; W. H. Weber, headman; H. W. Dalrymple, store house; Charles J. Norton, headman; H. J. Adams, carpenter. / [photo of H. C. Shafer with this caption] H. C. SHAFER. / Who Addressed the Gravity Men. / At I o'clock this afternoon President H. C. Shafer, of the Scranton Savings bank, delivered an address, as did also Hon. Edward Merrifield, both of whom are Gravity boys, who can appreciate the sentiments of the men who ran the engines. There were impromptu speeches also from three or four representatives from the Delaware and Hudson, and also from the Pennsylvania men."

The third annual reunion of the employees of the D&H Gravity Railroad and the Pennsylvania Coal Company's Gravity Railroad was held on Saturday, September 1, 1906 at Farview. The following account of that reunion was published in a Carbondale newspaper on September 3, 1906:

"REUNION OF GRAVITY MEN/ A Large Attendance of [sic] Third Annual Gathering at Farview Saturday. At Farview on Saturday occurred the reunion of the former gravity railroad employes and it was greatly enjoyed. Shortly before 2 o'clock, former Master Mechanic Pierce Butler called the assembly to order. President of the reunion association, D. J. Smith, of Dunmore, who is eighty-five years of age and still hale and hearty was presented with a sprag to be used as a gavel and he then made a brief speech. The election of officers resulted as follows: President, A. C. Snyder, of Dunmore; vice presidents, Pierce Butler, of Carbondale, and G. W.

B. Allen, of Dunmore; committee of arrangements, S. A. Dilts, P. J. Foster and E. A. Wonncott, of Carbondale; W. D. Bigart and W. E. Correll, of Dunmore, and Albert Shafer, of Lake Ariel; secretary, O. F. Carroll. Nay Aug park was chosen as the place for the next gathering. / John F. Scragg, of Scranton, was the orator, and his effort was in the happiest vein. There was an address by Dr. Fitzsimmons, of Wilkes-Barre, and John McComb made a telling speech and read an original poem prepared for the event." (*Carbondale Leader?*, Monday, September 3, 1906)

The following account of the 1906 reunion was published in *The Wayne Independent*, Wednesday, September 5, 1906):

"Recalling Gravity Days. / There was a great gathering of D. & H. and Pennsylvania Gravity railway men at Farview on Saturday last, Sept. 1st, the four hundred or more men, women and children having assembled on the crest of the Moosic to celebrate the third annual social of the survivors of the pioneers who made mountain-climbing railroading a practical success. The weather conditions were ideal, and a spirit of fraternity pervaded all that was done. Old friends clasped hands and introduced members of their families; old experiences were revived, present conditions were dilated upon and future prospects were discussed, while lunch baskets were emptied. / Shortly before 2 o'clock, former Master Mechanic Pierce Butler called the assembly to order. President D. J. Smith of Dunmore [David J. Smith was a pioneer resident of Dunmore; for more than 20 years he was a superintendent for the Pennsylvania Coal company; father of Mrs. G. W. B. Allen, Dudley Street, Dunmore] was introduced, and a brief business session equipped the association for the coming year. The election of officers resulted as follows: President, A. C. Snyder, of Dunmore; vice presidents, Pierce Butler of Carbondale and G. W. B. Allen of Dunmore; committee of arrangements, S. A. Dilts, P. J. Foster and E. A Wonnacott of Carbondale; W. D. Bigart and W. E. Correll of Dunmore and Albert Shafer of Lake Ariel; secretary, O. F. Carroll. Nay Aug park was chosen as the place for the next gathering and the time was fixed as the first Saturday in September, 1907. / Letters and telegrams were read from Superintendent H. E. Gilpin, J. J. Fitzsimmons, F. P. Powderly, Judge R. W. Archbald and James Archbald. / John F. Scragg was the orator and his effort was in the happiest vein. He made the old 'boys' feel as though they had been important factors in assisting to develop the anthracite industry, and he complimented them on their sterling integrity, loyalty and industry. Colonel John McComb made a telling speech and read an original poem [given below] prepared for the event. The poem captured the gravity men, who followed him with close attention and later testified their appreciation of his accurate knowledge of the gravity vernacular. Dr. T. C. Fitzsimmons closed the literary programme with a delightfully breezy talk, which indicated that he has pleasant reminiscences of ancient railroading and a lively interest in the future of Farview. / It was in October, 1829, just two months after the trial trip of the Stourbridge Lion at Honesdale, that the first load of coal was brought over the mountain. At that time the cars were drawn on the levels by horses and up the planes by stationary engines. Numerous improvements

followed, and in 1877, the first passenger trains were put on the road, Sam'l Penwarden and William Rosser having been the first conductors. The D. & H. gravity and canal were both abandoned on Jan. 1, 1899, and the numerous men in the employ of these two old systems of transportation were compelled to seek work elsewhere. Many of them owned their homes along the line of the railway or at Honesdale, most of whom remained. A great many had grown gray in the service of the road and were too old to seek avocations elsewhere. Tears like rivulets flowed down the cheeks of scores of these old railway veterans and their wives and children wept with them. To them it was a time of great sorrow, because to many it seemed like the approach of the wolf to their doors. The scenes in numerous homes were really pathetic, yet nearly all of these sorely distressed people soon found other callings to engage in, some of which proved to be more remunerative and their conditions have thereby been bettered. (*The Wayne Independent*, Wednesday, September 5, 1906)

Here is the poem, titled "The Old D. & H. Gravity," that John McComb wrote, and which he read at the September 1, 1906 Gravity reunion:

THE OLD D. & H. GRAVITY. / Verses written to commemorate the doings of the men who gave loyal service to their employers when the old system of handling coal was popular and profitable. / (By John McComb.)

The blowing of the whistles at the breaking of the day Was the harbinger of labor and the certainty of pay; There was music in the atmosphere when wheels began to hum And a rhythmic sort of cadence in the rolling of the drum. As long as coal was coming and the engines were in trim, The boys would keep cars moving till the shades of night were dim; And then they'd fix up torches, if a break had caused delay, And work far in the gloaming to assist the trains away. From Twenty-eight to Number Nine 'twas up the hill they'd go, And then descend the Moosic to the level far below; By gravity to Honesdale, from old Waymart they would run, And take all kinds of weather till another day was done. Along the line from Foot of G the 'loads' would travel East Until they reached the old canal where boating now has ceased; But in the good old summer time, for more than sixty years, The docks and boats were always manned by scrapping volunteers. The 'lights' came back another track by steam and fans and grade, And there were men to manage them who never seemed dismayed; For they could handle slings and sprags or set a brake for fair, And get a train from plane to plane while things were in repair.

Those good old times, when good old chimes were blown from engine steam, Have passed away! but day by day they haunt us like a dream; For since the year of ninety-eight, when the old road ceased to be, The romance of a railroad man has less variety. For the Shepherd's crook and Horseshoe curve, the spur and pinion wheels, The old sheave-pit and the balance box, and the drum with its forty reels, The cone and sling, the compound brake, and the twist that ground the rope, Are all in the minds of the old time men who received a snub to their hope. Now ponds and lakes with fancy names, and strangers come and go To see the sights from Farview heights, and the fields of Wayne below; The trains roll by with heavy cars in a modern sort of way, While the gravity men may show their scars and celebrate the day.

The fourth annual Gravity Reunion (D&H Gravity and Pennsylvania Gravity employees) was held at Nay Aug and Luna Parks, Scranton, on Saturday, September 7, 1907. On a clipping in one of the Gritman scrapbooks, this 1907 Gravity Reunion is erroneously identified as the "Third" Gravity Reunion when, in fact, it was the fourth. Here is that clipping about the Fourth Gravity Railroad employees reunion:

"THIRD [should read "FOURTH"] ANNUAL REUNION OF THE GRAVITY EMPLOYES / Had An Enjoyable Day at Nay Aug and Luna Parks—Address of Col. F. J. Fitzsimmons. / The third annual reunion of the Delaware and Hudson and the Pennsylvania Coal Company Gravity Employe's association is being held today at Nay Aug and Luna Parks, where the pioneers of railroading in this section of the country are renewing the associations of their earlier days and kindling anew the warmth of friendship which united them in those days. / The weather conditions were most favorable to the rarely enjoyable outing that marked the reunion, and those who sought a day of relaxation and companionship with their associates of so many years ago found what they sought in the fullest measure. For the greater part of the day they lived in the past with all its hallowed memories, [photo of David Smith / First President of the Association, Who Died Since the Last Reunion] and they regretfully watched the time pass which would mark their leave taking. This reunion day is a bright one in the lives of the old gravity men, and there is not a single moment which is not made the most of by the members of the association. / BIG ATTENDANCE. / There are about four hundred members of the association, and there were few absent ones at the reunion today. The greater number were accompanied by their wives and the members of their families, so that in a sense it was a great big family reunion for so many of the gravity employes have for years strengthened the ties between their families. There was no end to the reminiscences that were exchanged and dwelt upon, and the most absorbing interest claimed the men who railroaded over the Moosics as they related eventful happenings of the days so dear to them. Death has left its mark since the reunion of last year and the memory of the departed ones was shown to be dear to those who survive This was particularly true of David

Smith, of Dunmore, the first president of the association, who was beloved by all who knew him. This remembrance of the departed president found fitting expression in a resolution adopted at the business meeting that preceded the formal exercises of the day. / The changes that have taken place since the days of the little red cars that depended so much upon the clear-headed men who guided them proved a fertile topic of discussion. And there was all the more reason to discuss them since the exercises took place close to the path of the old Pennsylvania gravity road, which only a few feet from the park passed every few minutes the cars moved by the almost invisible magic force of electricity, surely a great contrast to the days when the pioneer trains made their way over the same hills. / The gravity men assembled in the forenoon in Nay Aug park, where the first reunion was held, and after a pleasant time passed in exchanging greetings they were given tickets for Luna Park. In connection with the reunion there was a basket picnic feature, inasmuch as most of the members and their families took their lunches with them. / EXERCISES ON THE PAVILION. / The exercises took place in the pavilion east of the amusement park, and were opened after the luncheon. / The business meeting, which was called to order by A. C. Snyder, preceded the speeches. At this meeting officers were elected for the coming year and committees were appointed to take care of the arrangements for the reunion of next year. / The speaker of the day was Col. F. J. Fitzsimmons, an old Delaware and Hudson gravity employe. / LETTER FROM GEO. B. SMITH. / Secretary Charles P. Savage read a letter of sincere regret from George B. Smith, who was general superintendent of the Pennsylvania Coal Company. The letter, which voiced the kindly feeling Mr. Smith has for the old employes of the Pennsylvania company, was follows: / 'Madison, Conn., Sept. 5, 1907 / To the former employes of the Pennsylvania Coal Co.'s Gravity Road/ Gentlemen—I am with you in the sad resolutions which no doubt will be passed at your reunion on Saturday in memory of your former worthy chairman, the late David J. Smith, and of others of your organization who have passed away since your reunion a year ago. It would be a great pleasure to me to join hands with you on the occasion of this reunion, but will not be able to be present. You certainly have my most hearty wishes for your good health and a very enjoyable reunion. I remain / Yours very truly, / GEORGE B. SMITH." / DR. FITZSIMMONS' LETTER. / The following letter from Dr. T. C. Fitzsimmons, who was expected to be one of the speakers, was read: / 'Philadelphia, Sept. 6, 1907. / A. C. Snyder, President of the Gravity Employes' Association. / Dear Sir—I keenly appreciate the invitation you sent me to be present and say a few words at your meeting on the 7th. My work, in this locality is of such an exacting nature that it would be very difficult for me to get away, even for a day. I greatly regret my inability to be with the members of the association at their annual gathering, because I know of nothing that affords me so much heartfelt pleasure as meeting my comrades of the long ago and with them live over again our years together on the good-natured and friendly old never-to-be forgotten gravity. / I sincerely trust the 'boys' will have an enjoyable time, accompanied with pleasant memories, occasioned by meeting old associates, and when they separate carry home with them a deepened feeling that there are no friends like the old friends. / Assuring you of my highest esteem and best wishes, I remain, / Fraternally yours, T. C. Fitzsimmons.' / A letter was also read from Homer Greene, of Honesdale, who was likewise

unable to be present. / Col. Fitzsimmons won the hearts of his former associates and his friends in the association by his stirring talk. He spoke as follows: /There is no custom more praiseworthy than that of renewing old acquaintances and keeping alive early associations. The mellowing effect of [photo of "Col. F. J. Fitzsimmons, Orator of the Occasion'] time is nowhere so strikingly noticeable as in the meeting, after many years, of those who played or toiled together, when life was young and the future loomed up in golden colors. In this busy, allabsorbing age it is well to halt occasionally and live in the past long enough to recall to mind the happenings that were impressive and persons whom we esteemed and trusted, in the halcyon days of youth. Today we meet to play [sic] tribute to our past and with memory's magic wand live over again in story and legend the happy days of Auld Lang Syne. It is most fitting that those who handled the cars, on the old gravity roads in this section, should annually meet, indulge in reminiscences and recount their adventures in mastering trains that were brakeless and conquering storms, compared with which the vicious blizzards of the West were but frolicsome zephyrs. Let us not be modest in claiming a high place for ourselves in public esteem. / As practical railroaders we evinced every attribute that the world applauds. The headman who, by a slight 'twist of the wrist,' placed the weighty sling on the top of the car, was an artist of muscle and brawn—such as commanded the admiration of mankind in all ages. The runner who gracefully walked on the top rim of the cars as the train rocked and swung around curves, performed, unconsciously, a more daring act than was ever attempted under canvas. The engineer, who pulled the trips of cars up the plane and over the angle, was more faithful to duty than any sentinel that ever graced the rampart. / In needed skill, in necessary daring and in commendable devotion to duty, the boys who conducted the operations of the old gravities had no superiors in the domain of honest endeavor. Nowhere, however, did we shine so luminously as when a 'delay' on the road permitted us to get together. If the foot-shanties and head-houses were in existence and could narrate what was said in them Don Quixote would never be read. Of our number there were some who, at the nation's call, went forth and done battle for the preservation of the Union. Those of us who never saw the carnage of war were forced to listen to them telling, in detail, of every engagement from Sumter to Appomattox and were we overlycredulous we should have believed that each was a great soldier, and that if any one of them remained at home the war would probably have lasted much longer and possibly not have terminated as it did. / Our older comrades took much delight in telling of their prowess when they were young. Each, according to his story, had performed great physical feats. One had often 'cleaned out' a whole barroom, and another had 'licked' the 'bully' of the town. It was not unusual to hear a grey-beard state that what an armful of 'stopping sticks' he jumped on a trip of cars that had no brakes and was running away, and stopped it before it reached the foot of some plane, or run into other cars. / The men of the old gravity roads rendered valuable services to their employers. In the winter months, when storms interfered with the running of cars, it was not unusual for the men to work as high as fifteen hours a day. This they did without receiving pay for any overtime. / In the light of existing conditions this statement carries with it, at least, an element of surprise. Possibly the companies were as appreciative of the services rendered them as they could be, yet it would be conclusive proof of their appreciation did they put the names of

their old, faithful employes on a pension list, so that their declining days might be guarded against anything approaching the cold charity of the world. / I have only another observation to indulge in. The men whom I have been discussing were not only faithful to their employers, but they were honest to themselves and their fellow-men. [Photograph of Charles P. Savage, Secretary of the Association.] They were good citizens and kind neighbors. It is a pleasure to meet them in social communion and to recall incidents of life that would be otherwise forgotten. / Let us keep up these yearly reunions. Let us strengthen early intimacies and cement old friendships. Those who worked on the gravity roads have reached the years when rivalries and strifes cease and true companionship and good fellowship prevail. Let us indulge in the hope that we may often meet under auspices as pleasant as we do today and that each succeeding meeting may serve to more strongly bind us in the bonds of enduring amity and more closely unite us in the noblest of fraternities—the changeless and uplifting brotherhood of man." (clipping in one of the Gritman scrapbooks)

Between 1907 and 1929, there may have been annual Gravity reunions, but we have not seen any reports on Gravity reunions for that period. Then, in the September 1, 1929 issue of *The Delaware and Hudson Company Bulletin*, p. 226, we find the following announcement of a Gravity Reunion to take place at Nay Aug Park, Scranton, on Saturday, September 7, 1929.

"Gravity Reunion / Attention is called to the 'Gravity Reunion' which is to be held at Nauaug [sic] Park, Scranton, Saturday, September 7th. The program will start at 2 P. M. There will be an interesting series of songs, speeches and other features. The committee in charge of the arrangements states that John Gilligan, Carbondale Yardmaster, is slated to 'reminisce' in his own inimitable way. Basket lunches will be the order of the day. Detailed information regarding the affair may be obtained from the committee which consists of J. B. Sampson, J. F. Wheeler and Geo. Lorenz."

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D&H Veterans' Association

There was also an organization known as The Delaware and Hudson Veterans' Association—whose membership base was much broader than that of the Gravity employees' association. The Delaware and Hudson Veterans Association, like the Gravity association, hosted get-togethers at which former D&H employees gathered together to remember fondly and to reminisce about the past. The fact that such reunions took place tells us clearly that the quality of life of those veterans, on the job and off the job, was excellent. They would not have gathered together, it goes without saying, to remember an unpleasant past.

The Delaware and Hudson Veterans' Association was established in the Y. M. C. A. in Scranton on Sunday, February 26, 1922. For the first three years of its existence, the Association was under the direction of Martin Crippen, a claim agent on the Pennsylvania Division. He was succeeded by S. G. Coun, a locomotive engineer, also from the Pennsylvania Division, who was widely regarded as the "Father of the Association." Coun was succeeded as president by W. C. Gurney of Binghamton, who was a conductor on passenger trains Nos. 308 and 309 on the Susquehanna Division.

On Tuesday, November 17, 1925, 365 former D&H employees (and their families) on the Saratoga Division got together for a reunion at the Casino in Canfield Park, Saratoga Springs, NY. This was the sixth successive year that they had gotten together for these Saratoga Division Reunions (which were not technically under the umbrella of the D&H Veterans Association, but which we report on here because they are in the spirit of the reunions of the D&H Veterans'Association).

The following report on this Saratoga Division reunion in 1925 was published in *The Delaware and Hudson Company Bulletin*, December 15, 1925, p. 5. Here is that report:

That Saratoga "Get-Together"

Sixth Annual Dinner and Dance of Saratoga Division Employes, Attended by 365

People, Excels All Previous Records

O meet another in a social way, to know another better in the real self, to come to enjoy the company and associations of our fellow workers is the worthy intent of the "Get-Together" spirit. It develops acquaintance, and therefore, appreciation. It stimulates sociability

and thereby engenders a fellowship the true value of which cannot fairly be appraised. It is, indeed, the shibboleth of good folk.

It is this spirit, given full rein for an evening, that for six successive years has brought together the employes of all departments on the Saratoga division in a way that has now become a well established custom with them. Each succeeding year the "Get-Together" spirit has extended its influences farther and farther, and each year. as a consequence, has seen past efforts, as splendid as they were in their day, overshadowed by a greater response to the general invitation which is issued by

the committee in charge and a more gratifying success generally.

Meeting space engaged in other years became overtaxed and it became necessary this year to secure quarters which would better accommodate the crowd that was expected to gather for its annual evening's round of pleasure. So the Casino in Canfield park, Saratoga Springs, a spacious, substantial building that still breathes of the luxury and wealth that once abounded within its walls, was procured. And there on the afternoon and evening of Tuesday, November 17, 365 employes, many of whom were accompanied by members of their families and other

friends, enjoyed in full measure the many features planned for the "Get-Together" meeting for 1925. And it goes without saying, that so well arranged and so successful was the meeting this year, that announcement of the committee twelve months hence will be eagerly

awaited and that the Casino, if again engaged, will be taxed to its full capacity.

To prepare for such an evening is no small task. Keen foresight, good judgment, an appreciation of the likes and dislikes of folk of many whims and fancies, a willingness to engage in hard work, and an ambition to excel all previous successes are a few of the essential requisites to be possessed by those with whom the responsibility for making all necessary arrangements is entrusted.

Yet, led by C. H. KEMP, division agent, who takes a real delight in making a success of this "one big evening," the committee never fails to function in a way that can bring it only

commendation after the event has passed into history. Those who assisted Mr. Kemp in this work were C. W. Anthony, secretary and treasurer, F. J. Forster, L. G. Nichols, George J. Corris, C. M. Acker, S. H. Mosier, M. Collins, Charles Sickles, J. M. Burke, J. A. Doherty, W. H. Hyde, A. D. Wagar and V. C. Winney.

Bridge, euchre and five hundred occupied the attention of those who were able to spend the afternoon at the Casino and to the successful players in each class cigars, cigarettes, ladies' and gents' scarfs, silver and cut glass articles, hand-bags, bill folds and key cases were awarded as prizes, as follows:

At Saratoga

THERE'S a town called Don't You Worry,
On the only railroad worth while,
Where the Cheer-Up and Be-Happy,
Blossoms sweetly with a smile.
Where the Never Grumble flower,
Blooms beside the fragrant Try.
And the Ne'er-Give-Ups and Patients,
Point their faces to the sky.
We are now in Saratoga,
Where the mineral waters flow.
For our "Get Together" Meeting,
The Sixth one as you know.

There are thoroughfares delightful,
In this very charming town,
And on every hand are shade trees,
Named the Very-Seldom-Froven.
Rustic benches, quite enticing,
You'll find scattered here and there.
And to each a vine is clinging,
Called the Frequent-Earnest-Prayer.
Everybody here is happy,
In true Delaware and Hudson style,
In this town of Saratoga,
On the only railroad worth while.

-With Apologies.

15, 1925

Euchre—Mrs. W. Mulhern of Albany, first; Mrs. Peter Heffern, Colonie, second; W. A. Van Bergan, Green Island, first; and, Peter Heffern, Colonie, second.

Bridge—Mrs. F. J. Forster, Albany, first; Mrs. H. J. Davies, Ballston Lake, second; A. Caloconia, Corinth, first; and J. A. Doherty, Saratoga Springs, second.

Five Hundred—Mrs. J. P. Hastings, Mechanicville, first; Miss Falvey, Fort Ann. second; A. J. Train, Fort Ann. first; and, F. A. Greenwood, Mechanicville, second.

At 7:30 p. m., a full course dinner of roast turkey was served under the direction of H. P. Cook of the Reservation restaurant, aided by a corps of twenty-five members of the Saratoga Chapter of DeMolay who served the members of the party seated at tables that accommodated either four or six diners each. This menu included consomme, fruit cocktail, olives, celery, pickles, roast turkey, creamed onions, cranberry sauce, mashed potatoes, rolls, Neapolitan ice cream, assorted cakes, coffee and at all times there was an abundance of Geyser and Vichy spring waters to be had through the courtesy of the Saratoga State Water Corporation and the Saratoga Vichy Spring Company.

The dinner scene was one of cheer and good fellowship and during the time an excellent musical program was rendered, following a brief but happy welcome extended by J. E. FAIRHEAD, division superintendent, as follows: Medley overture by Howland's orchestra, led by FRANK HOWLAND, assistant baggagemaster at Mechanicville; dancing and songs by Miss Hazel Howland and Miss Kathleen Welch; a tenor solo by HARRY LAPERCHE, with Edward LaPerche at the piano; musical novelties by the Mechanicville trio composed of T. E. Welch, ticket agent, and his daughters, Alicia and Kathleen, and selections by the Colonie Car department quartet, the members of which are PETER HEFFERN, PAUL CLICKNER. CHARLES RUHTZ and JOHN KEEFE.

Dancing followed the dinner, with Howland's orchestra repeating its efforts of other years in an endeavor to give those on the floor a chance to dance as much as they might please. During this time Frank Shepard and Miss Hazel Howland gave an interesting exhibition of the Charleston and other pleasing features included a Paul Jones dance, a souvenir, moonlight, rainbow and serpentine dance. This popular pastime continued until one a. m., and at one-thirty o'clock, a special train, courteously provided by the Management for the accommodation of those living south of the Spa, left for Albany. A few minutes later, train No. 7 arrived and those of the happy party who still remained availed themselves of its use in reaching their homes.

During the evening, many availed themselves of the opportunity to inspect the Casino, although the upstairs rooms which eventually will be devoted to the purposes of a museum and which now are well filled with rare and interesting relics of another day were not open for general admission. The building was erected in 1865 for John Morrissey, father of the Saratoga Association for Improvement of the Breed of Horses, member of Congress, and a boxing champion, and later passed to the Canfield interests. A steel sheathed desk and an antique metal safe, similar to those associated with the lore of early ships, greet the visitor on entering the hall, but equally unique among the furnishings is a rug of onepiece weaving which is forty-five feet wide by seventy feet in length. It was woven in Scotland and, because of its unusual weave, required a loom of special construction. It cost \$12,000.

Similarly, a reunion of former D&H employees on the Susquehanna Division gathered together for their second annual dance in State Armory in Oneonta. The following announcement of this gala occasion was announced in *The Delaware and Hudson Company Bulletin*, April 15, 1926, p. 4. Here is that announcement:

Veterans Plan Big Night

T'S a recherche affair that the veterans on the the Susquehanna division are promising for Saturday evening, April 17, on the occasion of their second annual dance which is to be held in the State armory, Oneonta. That is just about as good an inducement to be on hand for an evening of rare entertainment as any one would want, and the veterans cordially invite all their friends to

Come where music, mirth and song Reign supreme the evening long; Bring your cousins and your aunts Delight awaits you at the dance.

E. W. LALOR, assistant trainmaster on the division, is in charge of the general committee and this is an assurance that nothing will be found lacking in the arrangements of the evening. The committee is also enjoying the cooperation of the Ladies' Auxiliary which is planning to furnish refreshments and arrange card games, with suitable prizes for the winners, for those who may not care to dance. In fact, it is being planned to entertain everyone who attends, in some way or another.

The dance last spring, being the first, was somewhat of an experiment but resulted, nevertheless, in a popular demand that it be established as an annual custom. All evening long, the armory afforded a heart-warming scene as fathers, mothers, sons and daughters, together with their friends, danced the steps of some twenty-five years ago as well as those of today. Fun? There was a barrel of it for each one, to put it lightly.

All the entertainment this year will be furnished by Delaware and Hudson employes. The Green Island car shop orchestra of fifteen pieces, the same organization that was broadcast from Station WHAZ of the Rensselaer Polytechnic Institute of Troy, N. Y., on Monday night, April 5, in its second recital from that station, will play for dancing, and the Colonie car department's male quartet, the members of whom are well known to the Susquehanna division veterans, will be heard at frequent intervals throughout the evening.

In order to accommodate the large number of persons residing north of Oneonta who are planning to attend, a special train will be run, leaving Green Island at 2:30 p. m., and Albany at 3 p. m., and stopping en route on signal. Returning, the train will leave Oneonta at 1 a. m., Sunday, April 18. Those residing south of Oneonta will find the regular train service most convenient.

The November 7, 1926 meeting of the D&H Veterans' Association (see "Fine Veteran Spirit," in *The Delaware and Hudson Company Bulletin*, December 1, 1926, pp. 5-6), under the direction of President Gurney, was held in the Irving Theater in Carbondale, with more than 500 persons—members, wives, and friends—in attendance.

Those from the north of Carbondale made the trip from Albany on a special D&H train, with dining car service, provided by the Management. At that meeting, the minutes of the last quarterly meeting, which was held in Oneonta, were read by J. B. Sampson, the secretary. From those minutes, we learn that total enrollments in the Association at the time of the Oneonta meeting were 1,525. Since that meeting, 106 members have passed away, leaving a present membership of 1,419.

Three Division Superintendents were present at the meeting: J. E. Fairhead, superintendent of the Saratoga Division, M. F. Leamy, superintendent of the Susquehanna Division, and C. A. Morgan, superintendent of the Pennsylvania Division. The special return train to Albany left Carbondale at 5:30 P. M. The conductor was Merrill Shephard; trainmen, Hakerbecker and Ryan; engineer Michael Nolan on the Pennsylvania Division and Engineer Anton Stapf on the Susquehanna Division.

Here is the complete report on that meeting, as published in *The Delaware and Hudson Company Bulletin*, December 1, 1926, pp. 5-6:

Fine Veteran Spirit

Meeting of Veterans' Association at Carbondale is Marked by Large Attendance, Cordial Exchanges and a Splendid Entertainment Program

S The Delaware and Hudson Veterans' Association approaches the close of its fifth fiscal year its fourteen hundred and more members can look back upon the past and point with pride to a record of naught but notable

accomplishment. Still growing with the impetus of youth, expectant and possessed of the courage needed to realize the utmost upon that expectancy it stands at the threshold of another twelve-month period financially healthy and with harmony pervading its ranks. What more could be desired by any group of people banded together for the honorable purpose of enjoying the wonderful associations accruing to comradeship among friends and acquaintances of long standing.

Not once has its future been in doubt. From the date of its inception in Scranton Pa., on Sunday, February 26, 1922, up to the present, it has made steady progress. So well defined and of such fine purpose have been its aims and desires that those eligible for membership have readily subscribed to its principles. Its trials and tribulations, therefore, have been nil.

An appreciable part of this record may properly be credited to three men who have been at its helm and have guided it with great safety straight toward the port of Success. Martin Crippen, claim agent on the Pennsylvania division, was the first to shape the destinies of the Association. He took it in its infancy and for three successive years lovingly and zealously directed its each and every effort: thee, declining another term, he was succeeded by S. G. Cobb, a locomotive engineer on the same division, who is the acknowledged "Father of the Association." He entered upon his duties as president with

marked enthusiasm and a firm determination that the work of his predecessor should not have been in vain. Unfortunately, however, he was stricken with a serious illness soon after his election and throughout the year was able to

Old Friendship Road

The journey that leads on the Old Friendship Road

Is pleasant, no matter how heavy the load;

There's gladness and joy in the smiles that we wear,

And the songs that we sing bring happiness there.

Along this old pathway the radiance is bright,

Which makes life worth living, a joy and delight.

No spot can be found where rich pleasures descend

Like the old trodden road between friend and friend.

-Tessa Webb.

serve only in a communicatory capacity, but this he did with great success and credit to himself, nevertheless. W. C. GURNEY of Binghamton, conductor on passenger trains Nos. 308 and 309 on the Susquehanna division, its third and present president, been in office since January, last, and so conversant are all with the progress made during that time that it need not be recounted here.

The last meeting of the year preceding the election of officers next January, was held at the

Irving theater in Carbondale, November 7, and in points of interest, attendance and features of entertainment was of the same high order that has brought pleasure and a sense of satisfaction to those who have attended other get-togethers arranged by the Association. President Gurner was in the chair and was surrounded by a most entrancing stage setting, officials of the Company, officers of the Association and entertainers from our employe family, while before him sat upward of 500 people—members of the Association, their wives and friends. Those from north of Carbondale had made the trip on a special train combining dining car service, that had been courteously provided by the Management.

The meeting was opened with the Lord's Prayer and the singing of "America." N. J. Burns, rules examiner on the Pennsylvania division and a vice-president of the Association, to whom the Mayor of Carbondale had delegated the authority, then welcomed the veterans to the city most cordially. He reminded them that it was at Carbon-

1, 1926

dale, only a short distance from where our passenger station stands, that anthracite coal first was mined and that The Delaware and Hudson Company was a thriving organization when the other roads in the valley—the Delaware, Lackawanna & Western, the Erie, the New York, Ontario and Western, and the Central Railroad of New Jersey—were in their infancy.

The roll call of officers followed and, in turn, the minutes of the last quarterly meeting which was held in Oneonta were read by J. B. Sampson, the secretary, whose report on membership and finance reflected the healthy condition of the Association. Total carollments number 1,525; death has claimed 106 members, leaving a present membership of 1,419. Those who have died since the last report of the secretary, made last April, include DAVID L. CRAFT, GEORGE PENWARDEN, ISAAC REICHARDT, CHARLES H. WILLIAMS, JOHN H. WALKER, JOHN G. EVANS, and EDWARD A. Robbins, of the Pennsylvania division; Sanford A. DISBROW, JAY W. REYNOLDS and FRED P. HUNT, of the Susquehanna division; and BAR-NEY GORDON, SMITH PHILLEY and THOMAS SUM-MERFIELD, of the Saratoga division.

GEORGE E. BATES, assistant to the vice-president for industrial development, was then introduced by PRESIDENT GURNEY who very enthusiastically alluded to the warm interest Mr. BATES has taken in the affairs of the Association. In prefacing his talk on "Results of Cooperation," appearing elsewhere in this issue, Mr. Bates, by the relation of several humorous anecdotes, threw his audience into comfortable relaxation. a fine thing to come together and just mingle and have a good time; there's not a man but that thoroughly enjoys it because he knows that here he will see men whom he has not seen for many months and even longer; these are just family reunions, that is all," he told them. He also urged his hearers to cooperate in securing new or additional business and showed them how it is within the power of each one to speak the word that may secure a passenger or a shipment of freight.

MR. GURNEY next called upon MR. COBB to address his fellow veterans. He greeted them in his usual happy mien and told them that it was a pleasure to him to look back upon one day, the twenty-sixth of February, 1922, when the Association was organized and how he and SAM FOSTER, a well known trainman on the Pennsylvania division, had worked "tooth and nail" to get a number of "old men" together in the Y. M. C. A., in Scranton for the purpose of talking over the idea of how it was, and still is, his ambition that the Association should grow until every man

who has served the "old D. & H." twenty years or more is a member of its ranks.

J. E. FAIRHEAD, superintendent of the Saratoga division and formerly engaged in similar duties on the Pennsylvania division, who spoke next, told the members he was "pleased to be back among them even though only on a short visit." "I don't believe," he continued, "that at any time I have told you how fully and completely your organization can be credited to Mr. Cobb.' He then recalled the time when Mr. Core called upon him and asked him what he thought about the possibilities of organizing such an association, and then told of the success that had attended those efforts. Referring to the outing at Saratoga Springs last September he declared himself as "highly pleased" with the turn-out and made it plain that the Veterans were welcome to come to his division whenever in the future they might so choose.

In concluding the meeting PRESIDENT GURNEY commented upon the splendid attendance and the presence of so many ladies, the enjoyable trip from Albany to Carbondale, the train and dining service, the beauty of the theater, the fact that nine officers of the Association were present as were three division superintendents-Mr. Fair-WEAD, M. F. LEAMY, superintendent of the Susquehanna division, and C. A. Morgan, superintendent of the Pennsylvania division-and numerous members from neighboring Veterans' associations on the Delaware, Lackawanna and Western. the Erie, the Central Railroad of New Jersey, and the New York, Ontario and Western railroads. Resolutions expressing appreciation for all of these things and for the splendid entertainment given at intervals during the meeting by the Misses Audrey and Dorothea Koch of Onconta, talented musicians and daughters of W. H. Kocu, roadmaster on the Susquehanna division, the Colonie Car department quartet-Messes. CHARLES RUHTZ, PAUL CLICKNER, JOHN KEEFE and Peter Heffern, and the organist who gave a selection on the mammoth pipe organ with which the theater is equipped.

The special train for Albany left Carbondale at 5:30 o'clock and the splendid spirit that had marked the meeting continued in evidence so long as any of the members remained aboard. The train was in charge of Conductor Merrill Shep-hard and Trainmen Hakerbecker and Ryan, with Engineer Michael Nolan on the Pennsylvania division and Engineer Anton Staff on the Susquehanna division.

sia

December

[&]quot;How's the riding school, old man?"
"Rotten! Pupils falling off every day."—
Doherty News.

In 1928, the D&H Veterans' Association met in the Savoy Theatre, on the Public Square, in Wilkes-Barre, PA, on April 22. Here is the report on that meeting that was published in *The Delaware and Hudson Company Bulletin*, May 15, 1928, pp. 149-150:

The Delaware and Hudson Company Bulletin

Veterans At Wilkes-Barre

Hundreds Heed Call, "On to Wilkes-Barre," Despite Pouring Rain, to Renew Bonds of Friendship and Love, Forged Many Long Years Ago

→ HERE were those whose days of work were over; those who are nearing the end of the trail; and those who had only recently rounded out a score of years of service making them eligible for admission to the ranks of the Veterans, together with their wives, who attended the regular quarterly meeting of The Delaware and Hudson Veterans' Association, held in the Savoy Theatre, on the Public Square, in the city of Wilkes-Barre, Sunday, April 22. Despite the unfavorable weather which continued throughout the entire trip, spirits were high on the special train furnished through the courtesy of the Management. Acquaintances were renewed; bonds of good will strengthened; while tales of adventures of these early railroaders were enthusiastically exchanged to an enthralled audience of listeners.

When the Veterans had all assembled in the theatre, filling it nearly to capacity, W. T. Campbell, president of the organization, opened the meeting by leading in the Lord's prayer, followed by the singing of one verse of "America." He then thanked the members for his appointment to succeed W. C. Gurney, deceased, as head of the association and pledged his best efforts in their interests.

Through the courtesy of Messrs. Paul R. Bedford, attorney for the Hudson Coal Company, and John B. Vaughn, the motion picture, "The Fair of the Iron Horse" was presented. The film depicts the evolution of transportation from the earliest forms of transportation down to the giant locomotives of the present day, as displayed at the Baltimore and Ohio Centennial in Baltimore, Md., during the summer of 1927.

First the horse drawn cars; the sail car, propelled by the wind; an ingenious car the motive power of which was furnished by a horse operating a treadmill. During the last half of the nineteenth century the locomotive began to assume the general lines of our present day locomotives. The huge smokestacks gave way to stacks almost hidden from view, as on our own locomotive No. 1401. Glittering brass was replaced by conservative amounts of nickel plate.

No little interest was displayed when our own John B. Jervis, locomotive No. 1401, steamed by, accompanied by the comment that it was "one of the most marked departures from the conventional lines of locomotive construction," and carried the unprecedented steam pressure of 450 pounds.

At the request of Mr. Campbell the thanks of the association were tendered Messrs. Bedford and Vaughn for the privilege of seeing the picture.

Due to pressing business Mayor Hart of the city of Wilkes-Barre was unable to address the association. He sent a representative, however, in the person of Edmond B. Morton, city comptroller, who was introduced to the audience by N. S. Burns. He welcomed any constructive criticism any member of the association might care to offer which might tend to improve the city in any way. "If, perchance, I should be away from home and someone asked me where I was from I would be proud to say I was from Wilkes-Barre. Why? Because of what it is, what it aspires to be, and for the service it renders to its population." The same applies to we who make up this corporation-the railroad-of which each member of the Veterans' Association is or was an active part. They should point with pride to the fact that they are connected with such an institution for the service it renders its patrons, if for no

"Man's greatest asset," said Mr. Morton, "is life. The longer one lives, the longer he wants to live. Its opportunities to accomplish something, its gift of time and means for service. Add to life ambition, the desire to serve and attain success and you have a formula which guarantees success. Then life will seem worth while. Without that feeling that one's work is worth while, that life is worth while, the individual is foredoomed to failure."

After this cheerful and wholesome welcome Mr. Campbell turned to the business of the association. Eleven officers, including Mrs. J. J. Conroy, Mrs. V. L. Bartow, and Mrs. P. H. Keegan, officers of the Susquehanna division group, responded to the invitation of the president to come forward and be seated on the platform. When all had taken their places George R. Davis, of Carbon-

15, 1928

one hundred and forty-nine

dale, Pa., gave a delightful recitation from the talented pen of Miss Ella Wheeler Willcox.

The proposed changes in the constitution of the organization, as drafted by the executive committee, were read by the secretary, W. J. Hill. Final acceptance was withheld due to a difference of opinion as to the number of meetings which should be held each year. One group contended that two would be sufficient; others argued that only by meeting frequently could the present interest be maintained.

Reports of the secretary, Mr. Hill, and the treasurer, D. F. Wait, together with the minutes of the last meeting were read and accepted in the usual manner. Mr. Hill also read a list of applicants for membership.

When all business had been dispensed with the organization was addressed by Mr. L. F. Perry, who praised the spirit of veteranism and the purpose which it serves. Messrs. Conners, Cobb and Crippen also spoke to the gathering along the same general lines. Mrs. Conroy pledged the whole-hearted support of the Ladies' Auxiliary at all times to the best interests of the Association, under their new leader.

A letter was then read by the secretary, which he had received from the Long Island Veterans' Association expressing their most profound sympathy in the loss of former president, WILLIAM C. GURNEY. In closing Mr. Hill called the roll of members who had passed on since the last meeting and everyone rose and with bowed heads offered a silent prayer for those of their ranks who had passed over the Great Divide.

In 1929, the annual meeting of the D&H Veterans' Association was held in the Odd Fellows' Hall, in Beaver Street, in Albany, NY, on Sunday afternoon, January 13. The following announcement of the meeting was published in the January 1, 1929 issue (p. 12) of *The Delaware and Hudson Company Bulletin*, " as follows:

"ATTENTION! Veterans! The regular annual meeting of the Delaware and Hudson Veterans' Association will be held in Albany, Sunday afternoon, January 13. While the place of the meeting had not definitely been decided upon when this issue of *The Bulletin* went to press, it is thought that it will be in the Odd Fellows' Hall, in Beaver Street. / Special train service has been arranged through the courtesy of the management. The train will leave Wilkes-Barre at 6:30 A. M. and arrive in Albany at 1:30 P. M., and depart from Albany on the return trip at 4:30 P. M. The annual election of officers will take place at this time and all who can possibly do so, are urged to attend."

The D&H Veterans' Association Eighth Annual Outing and Clam Bake was held on August 10, 1929 at Sidney, New York. The following announcement about that get together was published in the June 1, 1929 issue of *The Delaware and Hudson Company Bulletin*, p. 171, as follows:

The Clam Bake

THE committee in charge of arrangements for the Veterans' Clam Bake to be held at Sidney, Saturday, August 10th, states that all employees of the company who may wish to attend will be given a hearty welcome. Of course the Veterans will be there in a body but they want all their friends to feel free to enjoy their good time too.

Sidney was selected as the location of the outing, it being the most central and accessible spot equipped to handle such a large gathering as it is expected will attend the "Bake". The facilities at that point are admirably suited for the purpose. A large pavilion, electrically lighted, removes the question of the weather from the calculations so that the affair will be totally unaffected by Jupiter Pluvius, the playful rain-god. The pavilion is within a few minutes ride of the station and the committee, with the cooperation of the Chamber of Commerce of Sidney, plans to provide transportation by automobile for all who attend. Some of our veterans who attended a similar affair at Sidney a year ago report that over eight hundred were accommodated easily in the pavilion for that event. It takes just about a thousand folks to fill the place as it should be filled, allowing for the amount of elbow room required to really enjoy the clams, so plan right now to be there. Set that Saturday aside, make a memorandum of the date, August 10th, and bring the family. This is one of the "big days." Don't risk having to say regretfully, after it is all over, "I wish I had gone but I didn't know they were going to have such a good time!"

Tickets are three dollars each. If this seems like a lot of money just remember that you will get a lot for it. It's the big annual Get-Together of the Delaware and Hudson family and it's worth giving up a few movies between now and August to be on hand for the Clam Bake!

The affair, which was a huge success, was held at the Camp Grounds at Sidney, NY, with no less than 555 persons in attendance at the sit down dinner in the dining hall. Chicken, corn, potatoes, and fixings and clams were served, with watermelon for dessert. Following the dinner, State Troopers, under Captain D. E. Fox, gave a trilling exhibition of horseback riding, both singly and in groups. It was generally felt that this outing surpassed all previous outings of the association. Special trains were provided by the D&H for all D&H veterans.

The following write-up with photos of the event was published in *The Delaware and Hudson Company Bulletin*, September 1, 1929, pp. 264-265, 270, as follows:

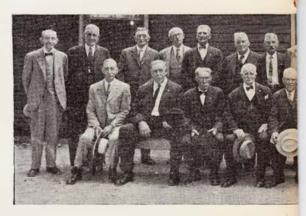
Veterans' Association Holds Eight

Those Who Attended Agree That Reunion Held At Sidney Camp Ground Surpasses

HEN, at the January meeting of the Delaware and Hudson Veterans, some of the boys from the south end of the road began to sing the praises of clam-bakes at Sidney they started something which reached its natural climax on Saturday, August 10th. Under smiling skies the Veterans and their friends converged on the Camp Grounds at Sidney by special train and by automobiles for the Eighth Annual Outing and Clam-Bake of the Association. The schedule had been so well worked out that there was just a nice time allowed for visiting with old friends before the doors of the dining hall were thrown open.

Places had been set for 555 persons and as we looked around the hall there seemed to be very few open spaces when the gathering had been seated. There were family groups, there were old pals who had not met in a year or more and there were bunches of the boys who work together, and all minds had but a single thought—CLAMS!

The clams came in due course, preceded by a helping of chicken, corn, potatoes, and fixings that seriously impaired not a few rugged appetites. It certainly cannot be said that anyone rose from the tables hungry for there was enough and to spare—two slices of watermelon for those who



Veterans Indeed! - Fifty Years or M

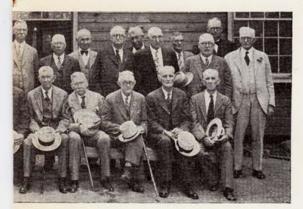
could eat it. Of course there was singing during the meal, and at its conclusion Jerry Warren of Binghamton sang "The Irish Jubilee" amid thunderous applause.

Following the photographing of the group and a separate picture of the Fifty-Year Veterans, all gathered at the field where the State Troopers



h Annual Outing and Clam Bake

All Previous Outings. State Troopers Give Spectacular Exhibition of Horsemanship



ore With The Delaware and Hudson

under Captain D. E. Fox gave a thrilling exhibition of horseback riding, both singly and in groups.

By this time the folks from the north end had to be thinking about getting on their way. Thanks to the employes and their friends who gave the use of their automobiles, the committee was able to get everyone back to the station in ample time for the trains.

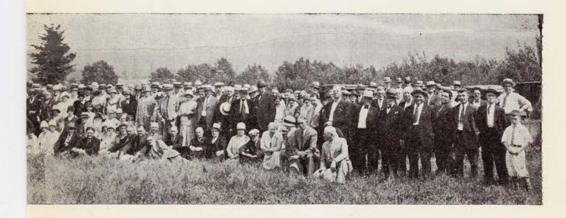
Our only regret is that we are unable to show the picture of the members of the committee which so ably handled all details of the clam-bake and outing, but they refused to leave a good meat to pose before the cameras. The success of the affair was due also to the efforts of the Chamber of Commerce of Sidney and to the State Troopers of Captain Fox who, in addition to their performance at the Camp Grounds, assisted the expeditious movement of automobile traffic to and from the affair.

As we look back on the reunion the following lines which were composed in connection with a similar occasion recently seem not to be amiss:

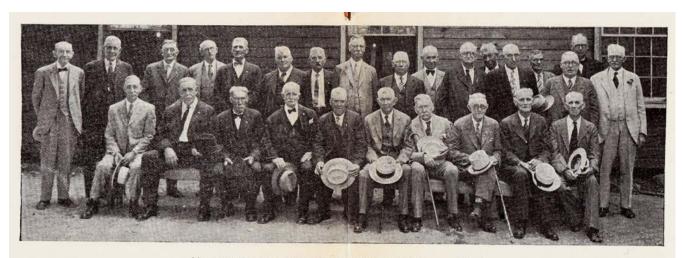
We have passed another milestone, Written down another page In the volume of Life's Story Set in this progressive age.

As we look into the faces
Of the friends of yester-year,
Comes a thrill of joy and gladness
And we voice a lusty cheer.

(Turn to page 270)



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Veterans Indeed! — Fifty Years or More With The Delaware and Hudson

Veterans' Clam Bake

(Continued from page 265)

We rejoice to meet old comrades

Who in days now long since past

Joined with us and cast their fortunes,

Stuck together to the last.

Marvelous the railroad's progress,
"Service" has its motto been,
Truly it has "evoluted"
From the days of link and pin.

We rejoice at its successes,

Mutual have our interests been,
And the years we've spent together
Fill us with a sense of kin.

And as year by year we gather
In one common brotherhood
And exchange the hearty hand-shake,
Truly living seemeth good.

May there be good days and many Meted out to loyal "Vets", May their span of life be lengthened, May there be no vain regrets.

But of loyalty and service,

Let us render well and good,

For they're mutual ties that bind us
In a common brotherhood.

'Neath a summer's sky of blue, May there be no clouds of sorrow To bedim or mar our view.

Then with purpose true and steady
And with courage strong and free,
Let's unite to form a trio
Of the railroad, you, and me.

(ADAPTED.)

The D&H Veterans' Association held its annual business meeting in the Odd Fellows Hall, in Beaver Street, Albany, on Sunday afternoon, January 12, 1930. The following officers were elected: H. N. Atherton (Scranton. PA), President; Frank H. Baker (Jermyn, PA), Treasurer, .W. J. Hill (Elsmere, NY), Secretary. The Executive Committee, consisting of M. F. Leamy, Oneonta, Chairman; F. Daly, Plattsburg; N. S. Burns, Wilkes-Barre; L. E. Corbett, Fort Edward; and J. T Connors, Elsmere, was requested to serve throughout the year by President Atherton. Thirteen Vice Presidents, eight of whom were re-appointed, were selected by the Association's new leader. They are: George Lorenz, Archbald, PA; Harry Quinn, Scranton; E. R. Sampson, Nineveh; H. S. Partridge, Binghamton; James J. Conroy, Albany; Thomas T. Ricketts, Albany; J. W. Nolan, Oneonta; W. J. Williams, Whitehall; D. H. Kelly, Schenectady; W. P. Thatcher, Wilkes-Barre; A. M. Barto, Albany; George McChesney, Rouses Point; and Martin J. Stapleton, Altamont.

Secretary Hill reported that the present membership of the Association was 1,315, and that 46 members had passed away during the year just closed.

Here is that article about this meeting ("Veterans Elect Officers") that was published (pp.37-38) in the February 1, 1930 issue of *The Delaware and Hudson Company Bulletin:*

Veterans Elect Officers

Pennsylvania Division Men Unanimously Chosen to Lead Organization's Activities For 1930 at Annual Business Meeting Held in Albany Sunday, January 12

NDER the leadership of a new group of officers, The Delaware and Hudson Veterans' Association is looking forward to making 1930 one of the greatest years in the history of the organization. At their annual busi-

H. N. Atherton, President

ness meeting, held in the Odd Fellows' Hall, in Beaver Street, Albany, Sunday afternoon, January 12, the following officers were elected:

President, H. N. ATHERTON, Scranton, Pa.; Treasurer, Frank H. Baker, Jermyn, Pa.; Secretary, W. J. Hill, Elsmere, N. Y.

The Executive Committee, consisting of M. F. Leamy, Oneonta, Chairman; F. Daly, Plattsburg; N. S. Burns, Wilkes-Barre; L. E. Corbett, Fort Edward; and J. T. Connors, Elsmere, was requested to serve throughout the year by President Atherton.

Thirteen Vice Presidents, eight of whom were re-appointed, were selected by the Association's new leader. They are: George Lorenz, Archbald, Pa.; Harry Quinn, Scranton; E. R. Sampson, Nineveh; H. S. Partridge, Binghamton; James J. Conroy, Albany; Thomas T. Ricketts, Albany; J. W. Nolan, Oneonta; W. J. Williams, Whitehall; D. H. Kelly, Schenectady; W. P. Thatcher, Wilkes-Barre; A. M. Barto, Albany; George McChesney, Rouses Point; and Martin J. Stapleton, Altamont.

The meeting was called to order at 2:30 P. M. by PRESIDENT CAMPBELL who called upon the gathering to rise and repeat the Lord's Prayer. All officers of the organization, together with those of the Ladies' Auxiliary, were invited to come forward and take seats on the platform.



F. H. Baker, Treasurer

The roll call of officers, reading of the minutes of the previous meeting, and the reports of the Secretary and Treasurer were disposed of in that order. Secretary Hill brought out the fact that the present membership of the Association is 1,315, although there is the possibility of increasing that number during the current year if all eligible veterans are persuaded to join the organization. Upon the request of the President the assembly arose to stand for a moment in silent prayer in memory of the 46 members who were taken from the ranks during the year just closed.

Under the head of "New Business" the election of officers was held with the results mentioned above. Acceding to the suggestion of PRESIDENT CAMPBELL that someone else be elected to that office, Mr. Atherton was unanimously selected by the members. Day F. Wait, who for some years has served as Treasurer, also declined when nominated, suggesting that some Pennsylvania Division man be selected for the office. Mr. Baker, Freight Agent at Carbondale, was then elected. Mr. Hill, Secretary, was also unanimously returned to that office.

L. F. PERRY, of Albany, when called upon by the President, eulogized J. WHITE SPRONG, whose death ended a long life of service to our company as well as to the Veterans' Association.

PRESIDENT ATHERTON spoke at some length regarding the future of the Veteran movement on The Delaware and Hudson. He agreed to do everything within his power to continue the work of those who had preceded him in the office and requested that the members assist him, in their turn, by keeping in close touch with the Association's activities. He pointed out that while he, as President, could do much toward building up the organization, his ability to do so was only limited by the interest the Veterans, as a group, showed in the future of the order.

Interesting Oneonta Maintenance of Way Department note in the February 1, 1930 issue of *The Delaware and Hudson Company Bulletin* that we present here, just for the record.

→ Maintenance of Way Election

THE annual banquet and business meeting for the election of officers of the Oneonta employes of the Maintenance of Way Department was held Saturday evening, December 28, 1929, at 8 P. M. The fact that the money invested by the organization in the Oneonta Building and Loan Association has showed a steady gain from year to year was brought out by the Treasurer in his annual report.

The officers elected for 1930 are as follows:
PRESIDENT, ROBERT BROWN;
VICE-PRESIDENT, WORTHY WRIGHT;
RECORDING SECRETARY, FRANK NEER;
ASST. RECORDING SECRETARY, ERNEST ANDERSEN;
FINANCIAL SECRETARY, H. I. QUACKENBUSH;

TREASURER, WALTER LARTER;
TRUSTEE FOR THREE YEARS, FRED BARTON.

The President, as Toastmaster, carried out an elaborate program at the banquet, which was enjoyed by all present. Some 50 members and their invited guests, including several Susquehanna Division officers, were seated at four long tables, which had been neatly arranged by Mrs. Edward Groat and her assistants of the Entertainment Committee.

Music, furnished by an orchestra consisting of CLAYTON LOUCKS, pianist; Scott Van Alstyne, guitar; Bert C. Upright, violinist; and James Cargill, guitar, added much to the pleasure of the evening.

The 1930 D&H Veterans' Association spring business meeting was held on April 13, 1930, at Wilkes-Barre. By the time the special train (3 coaches and a diner) from Albany reached Wilkes-Barre (with many stops in between), there were nearly 250 veterans on board.

In the absence of President Atherton, Vice-President George Lorenz presided over the meeting, which was held in the Capital Theatre. Brief talks were given by L. F. Perry, Edward Martin of the Delaware, Lackawanna, and Western Veterans, George L. Greely, New York, Ontario, and Western's Association, Ben E. Chapin, editor of *The Railroad Employee*, and W. T. Campbell, past president.

The return train to Albany, "laden with tired but happy veterans," left Wilkes-Barre at 4:30 P. M. arriving in Albany shortly after 11 o'clock. The following write up of meeting was published in the May 1, 1930 issue of *The Delaware and Hudson Company Bulletin*, p. 139:

Veterans Hold Record-Breaking Meeting at Wilkes-Barre

PERFECT spring weather, special train facilities, and a record-breaking turnout, combined to make the spring business meeting of The Delaware and Hudson Veterans Association, Sunday, April 13, most enjoyable. The indications that it would be a bright, sunny day brought out a large group of Capital District members, whose number was increased from station to station south of Albany, so that by the time the special train of three coaches and a diner reached Wilkes-Barre there were nearly 250 Veterans aboard.

In the absence of President H. N. Atherton, whose sudden illness prevented his attendance, Vice-President George Lorenz presided over the meeting, which was held in the Capitol Theatre. Following the recitation of the Lord's Prayer and the singing of one verse of America, Gavin Burt of the Pennsylvania Division rendered two vocal solos, accompanied by Miss Lillian Eckman at the piano.

By way of entertaining the ladies while the meeting was in progress, a scenic automobile tour of Wilkes-Barre and neighboring communities had been arranged. Nearly 70 members of the Ladies Auxiliary were driven to points of interest in Wilkes-Barre, Plymouth, Buttonwood, Kingston, and Forty-Fort, returning just in time for the homeward trip.

Due to the absence of President Atherton the more important items of business were laid on the table for action at the next meeting. One matter, that of substituting a written resolution of sympathy for the flowers now sent upon the death of a member, was brought up and carried. A committee was appointed, consisting of N. S. Burns, D. F. Wait, J. T. Connors, J. B. Sampson, and James O'Connell, to make the selection of the form of certificate to be used, their choice to be submitted to the members at the next meeting.

Brief talks were given by L. F. Perry, Edward Martin of the Delaware, Lackawanna, and Western Veterans, George L. Greeley, New York, Ontario, and Western's Association, Ben E. Chapin, editor of *The Railroad Employe*, and W. T. CAMPBELL, past president.

Resolutions were also passed instructing the Secretary to thank the Management for the special train, dining service, and other courtesies. Thanks were also expressed to the Wilkes-Barre city officials and the management of the Theatre for their assistance in making the meeting so successful. On the return trip the train, laden with tired but happy veterans, left Wilkes-Barre at 4:30 P. M. arriving in Albany shortly after 11 o'clock.

The 1931 annual meeting of the D&H Veterans' Association was held on January 11, 1931, at Albany. The meeting was held in the Odd Fellows Hall. The officers of the association for 1930 were unanimously re-elected for 1931.

Over 300 veterans and their families were in attendance, the majority having arrived on the special train from Wilkes-Barre at 1:30 P. M. In the article on this meeting in the February 1, 1931 issue (pp. 42-43) of *The Delaware and Hudson Company Bulletin*, there are two photographs of these veterans from Wilkes-Barre and the south at the railroad station upon their arrival at Albany.

Secretary W. J. Hill reported that the total membership in the organization was 1,356, with 48 candidates having been accepted into membership during 1930.

"Following the re-election of President H. N. Atherton, Secretary W. J. Hill, and Treasurer F. H. Baker, all appointive officers and committees were requested to continue in office for the coming term. In addition the office of Vice-President was tendered to Felix Daly, Plattsburg; John Gilligan, Carbondale; J. B. Sampson, Carbondale; and T. S. Kelley, Wilkes-Barre. J. J. Finnegan, of Plattsburg, was asked to serve on the Executive Committee. All accepted the appointments. . . At the close of the meeting a rising vote of thanks was extended to the management for the special train and dining car furnished the Association." (p. 42)

Here is the article on this meeting, as presented in the February 1, 1931 issue (pp. 42-43) of *The Delaware and Hudson Company Bulletin:*

Over 300 Veterans at Albany Conclave

Election of Officers and Other Business Transacted at Enthusiastic Annual Meeting Held in Odd Fellows Hall, Sunday, January 11

T their annual meeting for the election of officers, held in Odd Fellows Hall, Albany. Sunday, January 11th, the members of The Delaware and Hudson Veterans' Association unanimously re-elected all three of its officers to serve during the year 1931. Over 300 veterans and their families were in attendance, the majority having arrived on the special train from Wilkes-Barre, at 1:30 p. m.

In opening the business session President H. N. ATHERTON requested the assembly to join in repeating the Lord's Prayer. After the reading of the minutes, which followed. Secretary W. J. HILL was called on for his annual report. In it a total membership of 1,356 was reported, 48 candidates having been accepted during 1930. At the request of the President, the veterans then stood for one minute in silent prayer for those of their number who had passed away since the first of last year.

Reporting for the committee appointed to decide whether the association would continue to send flowers to the families of deceased veterans, or substitute a certificate, N. S. BURNS advised that the latter had been decided upon, copies having been procured and distributed since July 1, last.

Expressions of regret at being unable to attend the meeting on account of illness were made for Past President MARTIN CRIPPEN and CHARLES RYNDES, of Otego, by friends who were present.

The meeting adopted the resolution of the Executive Committee and Member Roads of the Association of Railway Executives, relating to unfair or subsidized competition of motor buses and

Following the re-election of President H. N. ATHERTON, Secretary W. J. HILL, and Treasurer F. H. BAKER, all appointive officers and committees were requested to continue in office for the coming term. In addition the office of Vice-President was tendered to Felix Daly, Plattsburg; John Gilligan, Carbondale; J. B. SAMPSON, Carbondale; and T. S. Kelley, Wilkes-Barre; and J. J. FIN-INEGAN, of Plattsburg, was asked to serve on the Executive Committee. All accepted the appointments.

During the discussion of new business, a number of locations for the annual dinner and outing were mentioned. President ATHERTON recommended the new Chamber of Commerce Building in Scranton, Pa., and E. W. LALOR expressed the opinion that a more centrally located point would be more satisfactory. It was pointed out, however, that the decision remained with the Executive Committee, which was requested to report its choice at the April business meeting.



As the Veterans Left the Special Train



Upon Arriving in Albany for the January Meeting

43

At the close of the meeting a rising vote of thanks was extended to the management for the special train and dining car furnished the Association.

The 1931 spring meeting of the D&H Veterans' Association took place on April 12, 1931, at Wilkes-Barre. The write-up on this meeting is the article titled "Veterans Meet in Wilkes-Barre / Special Train Carried Four Hundred Old-Timers to Record-Breaking Spring Meeting" that was published in the May 1, 1931 issue (pp. 139-140) of *The Delaware and Hudson Company Bulletin*.

This was the largest group (nearly 400 persons) ever to attend the spring meeting of the Association. The meeting took place in the Capitol Theatre, Wilkes-Barre on Sunday afternoon, April 12. "Most of the party arrived on the special train, consisting of locomotive 556, three steel coaches, and diner 605, which left Albany at 6:45 A. M., bearing the Capital District contingent. By the time the special started down the Pennsylvania Division, 110 persons were aboard. South of Carbondale there was standing room only in the coaches, a condition which prevailed at the entrance of the diner while all three meals were being served." (p. 139)

The entertainment at the meeting was as follows: John Walsh, a tenor from Scranton, accompanied at the piano by his brother Frank, led the veterans in the singing of *America* and several other songs. Edward Cafferty of Green Ridge gave his interpretations of the rhythmic sound of a D&H passenger train leaving Scranton, the West Point Drum Corps, and other tap dancing numbers.

"Gavin Burt, introduced as one of our Signal Department men who plays as well as sings, soloed *Memories* and *A Tree*, first singing and then playing the numbers on his violin. The vocal solos and dance numbers of Miss Ruth Hill, daughter of Secretary W. J. Hill, were likewise heartily applauded by the assembled veterans." (p. 139)

The secretary reported that there were 1,454 active members in the Association, upon approval of applications of 103 candidates. Of these applicants, 31 were proposed by A. H. Rice, Signal Engineer. General Yard Master J. W. Nolan of Oneonta sponsored 29 more, and the balance were more or less evenly divided among a number of veterans.

"The chairman informed the veterans that the Joint Memorial Service of the Veterans Associations of the various eastern railroads, at which he will preside, will probably be held in Scranton on Mother's Day, Sunday, May 10." (p. 139)

"A splendid tribute was paid to President Atherton by the spokesman of a party of Ontario and Western Ladies' Auxiliary members who said that she and her companions had come a long way just to meet the man who was boosting veteranism so effectively on the Delaware and Hudson." (pp. 139-140)

A rising vote of thanks was extended to D&H management for the operation of special train and dining car facilities from Albany to Wilkes-Barre. On the return trip, the train left Wilkes-Barre at 4:30 P. M. "distributing the enthusiastic 'old timers' at their respective cities of residence." (p. 140)

Here is the write-up on this 1931 spring meeting of the D&H Veterans' Association that took place on April 12, 1931 at Wilkes-Barre:

Veterans Meet in Wilkes-Barre

Special Train Carried Four Hundred Old-Timers to Record-Breaking Spring Meeting

EARLY four hundred members, their families, and guests, by far the largest group ever to attend a spring meeting of The Delaware and Hudson Veterans' Association, gathered in the Capitol Theatre, Wilkes-Barre, Pa., Sunday afternoon, April 12. Most of the party arrived on the special train, consisting of locomotive 556, three steel coaches, and diner 605, which left Albany at 6:45 A. M., bearing the Capital District contingent. By the time the special started down the Pennsylvania Division, 110 persons were aboard. South of Carbondale there was standing room only in the coaches; a condition which prevailed at the entrance of the diner while all three meals were being servd.

After the meeting was officially opened at 12:15 P. M. by President H. N. ATHERTON'S request that the assemblage rise and repeat the Lord's Prayer, Committee Chairman N. S. BURNS introduced a group of entertainers which presented a first-class program.

John Walsh, Scranton Tenor, accompanied at the piano by his brother Frank, led the veterans in the singing of America, after which the former sang a number of novelty songs. Later in the afternoon Mr. Walsh was again called on, this time to lead in the community singing of several old time favorites.

Edward Cafferty, of Green Ridge, gave his interpretations of the rhythmic sound of a Delaware and Hudson passenger train leaving Scranton, the West Point Drum Corps, and other tap dancing numbers.

GAVIN BURT, introduced as one of our Signal Department men who plays as well as sings, soloed Memories and A Tree, first singing then playing the numbers on his violin.

The vocal solos and dance numbers of Miss Ruth Hill, daughter of Secretary W. J. HILL, were likewise heartily applauded by the assembled veterans.

The report of the secretary showed that there would be 1454 active members in the association upon the approval of applications of 103 candidates. Of these applicants, 31 were proposed by A. H. RICE, Signal Engineer; General Yard Master J. W. NOLAN of Oneonta sponsored 29 more; and the balance was more or less evenly divided among a number of yeterans.

At the request of President ATHERTON opinions were voiced concerning the annual outing of the organization, although the decision rests with the Executive Committee. Past President MARTIN CRIPPEN proposed Cooperstown as an ideal meeting-place.; W. E. BARKER, of Sidney, N. Y. suggested Plattsburg, N. Y.; while N. S. BURNS felt that a second meeting in Binghamton would be more satisfactory to the Pennsylvania Division men.

The chairman informed the veterans that the Joint Memorial Service of the Veterans Associations of the various eastern railroads, at which he will preside, will probably be held in Scranton on Mother's Day, Sunday, May 10. More definite information will be available at a later date, however.

Speaking for the society of eastern veteran officers, MR. CRIPPEN urged all veterans who could do so to attend the meeting of that group to be held in Baltimore, August 24th and 25th. Through the efforts of the Baltimore and Ohio Veterans' Association, a trip through the local grain elevators, a steamer voyage down Chesapeake Bay, a trip via auto to visit the National Capitol at Washington, and a dinner in a Baltimore hotel have been arranged.

A resolution was passed instructing the Secretary to write letters of sympathy to JUDSON FOSTER, the first man to sign a Veterans' Association application blank, who was at home, ill; W. P. THATCHER, of Wilkes-Barre who was seriously injured in an automobile accident recently; and JOHN BRENNAN, who was also gravely ill.

WESLEY R. DUNBAR, Divisional Car Foreman, at Oneonta, and C. E. Correll, President of the Erie Railroad Veterans Association, were made honorary members of the association by a resolution commending their efforts in the behalf of veteranism on their respective railroads.

In a brief talk Superintendent C. A. MORGAN, welcomed the veterans to the Pennsylvania division expressing the hope that they would all have a good time and be sure to come again.

A splendid tribute was paid to President ATHER-TON by the spokesman of a party of Ontario and Western Ladies' Auxiliary members who said that she and her companions had come a long way just

(Continued on page 140)

Veterans Meet in Wilkes-Barre (Continued from page 139)

to meet the man who was boosting veteranism so effectively on the Delaware and Hudson.

A rising vote of thanks was extended to the management of our company for the operation of special train and dining car facilities from Albany to Wilkes-Barre. The owners of the theatre were similarly thanked for the use of the building. On the return trip, the train left Wilkes-Barre at 4:30 P. M., distributing the enthusiastic "old timers" at their respective cities of residence.

D&H Veterans' Association Annual Outing and Clambake, August 1931, at Oneonta:

"As the blue-uniformed band of American Legion Post No. 259 of Oneonta played *Hail, Hail, the Gang's All Here,*" we read in "Veterans Hold Clam Bake / Five Hundred 'Old Timers' Enjoy Outing in Neahwa Park, Oneonta" (*The Delaware and Hudson Company Bulletin, September 15, 1931, pp. 284-285,* "the special train bearing the 500 Delaware and Hudson Veterans ground to a stop at the entrance of Neahwa Park, Oneonta, selected as the scene of the Annual Outing and Clambake." (p. 284)

As an appetizer, a bountiful buffet lunch was served as the veterans arrived. The baseball game that was scheduled to start immediately had to be postponed because someone had forgotten to bring the bats.

"A hurried expedition 'uptown' produced the necessary weapons and the game was on—Green Ridge vs. Carbondale, with Conductor Harvey Greenawalt calling the balls and strikes so effectively that the sides were retired in 1-2-3 order. . . Mindful of the 'advanced years' of the players, also that the clams were due to be served, the umpire called the game after five innings, though the score was tied at 7-7." (p. 284)

"Under three large canopies flower-decked tables had been set for 535 persons and there were few vacant places when the clam broth was served as the first course. Chicken, corn, potatoes, celery, clams, and watermelon were just a few of the edibles that followed in rapid succession while the band continued to play./ Raymond Tucker tried to lead some community singing, but you can't make hungry railroaders sing when they have food before them. Among the railroaders who were guests of the Veterans the following were present: President and Mrs. C. E. Correl of the Erie Veterans; President and Mrs. John Beakes, New York, Ontario, and Western Veterans; General Secretary and Mrs. J. R. Wark, Erie Veterans; President Warren Luckinbill, Lehigh Valley Veterans; Secretary Cliff Hadley, Lackawanna Valley Veterans; Editor Ben E. Chapin of *The Railroad Employee*; Superintendent E. C. Gegenheimer and District Freight Agent James T. Reese of the Pennsylvania Railroad." (p. 284).

Nine photographs that were taken at this clam bake are included in this article on the event in *The Delaware and Hudson Company Bulletin*, September 15, 1931, pp. 284-285. Here is that article:

Veterans Hold Clam Bake

Five Hundred "Old Timers" Enjoy Outing at Neahwa Park, Oneonta

S the blue-uniformed band of American Legion Post No. 259 of Oneonta played Hail, Hail, the Gang's All Here, the special train bearing the 500 Delaware and Hudson Veterans ground to a stop at the entrance of Neahwa Park, Oneonta, selected as the scene of the Annual Outing and Clambake.

The reception c o m m i t t e e beaded by Veteran E. W. LALOR seized the hands, and arms, of President H. N. ATHERTON as he left the train and swung him on the back of the "charger" which was in readiness to head the parade. Thus, to the strains of martial music the Pennsylvania Division c o n t in g e n t marched into the park where

they found the Veterans from the north end waiting to greet them and talk over old times before the serving of the "bake."

Just as an appetizer a bountiful buffet lunch was served to all upon their arrival. On benches scattered across the shady lawn little groups congregated to reminisce while the band played in the distance.

A baseball game was scheduled to start immediately so the "athletes" and fans hied themselves to the diamond. Catastrophe threatened at this point when it was discovered that the bats had been forgotten! A hurried expedition "uptown" produced the necessary weapons and the game was on—Green Ridge vs. Carbondale, with Conductor HARVEY GREENAWALT calling the balls and strikes so effectively that the sides were retired in 1-2-3 order.

The fans were howling for action, however, Veteran "DAVE" ROBBINS remarking from the grandstand, "We used to play and make a hundred runs or it wasn't a game!"

So a new umpire was found in the person of Superintendent E. C. Gegenheimer of the Pennsylvania's Sunbury Division. Under his watchful eye "HONEY" SWARTZ and JOHN GAVIN, the opposing hurlers, were forced to put the ball within



The President Rides

swinging distance of the plate and a slaughter ensued. PFEIF-FER'S marathon between first and second base was one of the outstanding features—it looked like a "slow movie."

Mindful of the "advanced years" of the players, also that the clams were due to be served, the umpire called the game after five innings, though the score was tied at 7-7.

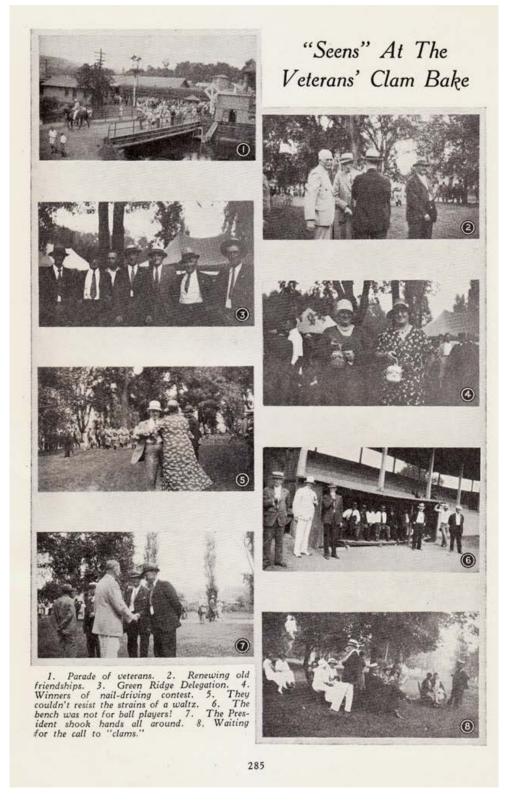
Meanwhile the committee had arranged a nail-driving contest for the ladies who were not interested in our "national pastime." Mrs. O. F. Rowland, of Albany, and Mrs. Stanley Nolan of Carbondale triumphed, and were awarded ornamental jars of perfume and bath salts.

Under three large canopies flower-decked tables had been set for 535 persons and there were few vacant places when the clam broth was served as the first course. Chicken, corn, potatoes, celery, clams, and watermelon were just a few of the edibles that followed in rapid succession while the band continued to play.

Raymond Tucker tried to lead some community singing, but you can't make hungry railroaders sing when they have food before them. Among the railroaders who were guests of the Veterans the following were present: President and Mrs. C. E. Correll of the Erie Veterans; President and Mrs. John Beakes, New York, Ontario, and Western Veterans; General Secretary and Mrs. J. R. Ward, Erie Veterans: President Warren Luckinbill, Lehigh Valley Veterans; Secretary Cliff Hadley, Lackawanna Veterans; Editor Ben E. Chapin of The Railroad Employee; Superintendent E. C. Gegenheimer and District Freight Agent James T. Reese of the Pennsylvania Railroad.

Also Reverend and Mrs. A. J. Miller, Father McDonald, Hancock, Father William D. Noonan, and Father B. J. Lannon, of Oneonta.

The officers of the Ladies Auxiliary, Susquehanna Division Veterans, Mrs. James J. Conroy, President; Mrs. E. B. Shufelt, Secretary; and Mrs. D. H. Kelley, Treasurer, were also present.



The 1932 D&H Veterans' Association Annual Outing took place on September 10, 1932, at Oneonta. The following account of this outing was published in the October 1, 1932 issue (p. 267) of *The Delaware and Hudson Company Bulletin*:

"Veterans' Outing Held at Oneonta". / Nearly 400 Delaware and Hudson Veterans with their families gathered in Oneonta Saturday, September 10th for the annual outing. / A chicken dinner for which the throng was divided between the Hotel Oneonta and the Elks' Club was followed by a re-union in Neahwa Paerk, featured by a ball game between 'Honey' Swartz's Pennsylvanians and Jack Nolan's Susquehannans, the latter being declared the winners by a judges' decision. / Quoits and cards and the renewal of old acquaintances sped the time until the departure of the 'Special' put an end to a most enjoyable outing. / Among the guests were Past Presidents Martin Crippen and Samuel Cobb, Judge Howard M. Read, Hancock, N. Y., John Draney, H. R. Jones, P. A. Shaughnessy and Jacob Scanlon of the Lackawanna Veterans, Roy W. Ballamy, Federal Director of Employment, Baltimore, and the late Ben E. Chapin, Editor of *The Railroad Employee*."

The D&H Veterans' Association annual meeting was held at Carbondale, February 10, 1935. Here is the report on this meeting that was published in *The Delaware and Hudson Railroad Bulletin* of March 1, 1935, p. 36:

"Delaware & Hudson Veterans Re-elect Officers At Carbondale Meeting / More than 300 members and guests attended the annual business meeting of The Delaware and Hudson Veterans' Association, in the Carbondale High School auditorium, Sunday afternoon, February 10. / Following the reading of the annual reports, the gavel was turned over to N. S. Burns to conduct the election of officers. President P. A. Reynolds, Treasurer F. H. Baker, and Secretary W. J. Hill were all unanimously reelected. / The Pennsylvania Division's contribution to the success of the meeting was a program of musical entertainment, arranged by J. W. Howard. Several selections were sung by a male quartet which included William and Raymond Walsh, Maintenance Department employees, Benjamin Owens, and Prof. Harold Mundy, who also played the piano accompaniment. Edward Rafferty demonstrated several tap dancing steps, while a string quartet, the 'Pioneer Serenaders,' including Floyd Simrell, William Lewis, Michael Schella and Donald Hedsell rendered several popular numbers. A trumpet solo by William Reidy completed the program. / Brief talks were made by Superintendent C. A. Morgan, his assistant, M. F. Clune, and past presidents Martin Crippen and H. N. Atherton."

The annual business meeting of the D&H Veterans' Association for 1936 took place at Carbondale, May 24, 1936. Here is the report on this meeting that was published in *The Delaware and Hudson Railroad Bulletin* of July 1, 1936, p. 108:

"Howard Chosen President / By D. & H. Veterans / At Carbondale Meeting / The Fifteenth Annual Business Meeting of The Delaware and Hudson Veterans' Association was held in the Carbondale High School auditorium, Sunday, May 24, with approximately 200 members, their families and guests in attendance. / In the absence of President P. A. Reynolds, who was prevented from attending by the serious illness of Mrs. Reynolds, the meeting was called to order by Executive Committeeman N. S. Burns, who turned the gavel over to J. W. Howard, divisional car foreman, a vice-president. The annual report of Secretary W. J. Hill, revealed that the total membership was now 1,444, 36 new members having been enrolled since the last meeting. / The election of officers for the year 1936 resulted in the unanimous election of Mr. Howard as president and the re-election of Secretary Hill, and Treasurer F. H. Baker. Four new vicepresidents were appointed to fill vacancies: they are W. R. Dunbar, divisional car foreman, Oneonta; B. H. Campbell, road foreman of engines, Oneonta; Fred Foote, car foreman, Carbondale; and William T. Budd, yard conductor, Carbondale. / A motion was made and regularly seconded instructing the secretary to inform all members whose dues are not paid up to date by August 1, 1936, that their names will be dropped from the subscription list of The Railroad Employee at that time. This does not affect their status as veterans and their names will be returned to the mailing list when dues are paid up to date. / Mr. J. F. Wheeler, president of the Pioneer Dime Bank, Carbondale, who was a Delaware and Hudson man for 30 years beginning in 1872 and who is still a veteran, recalled many of the changes which have taken place in the company's buildings and equipment in and about Carbondale in the past 50 years. / George H. Hennemuth, assistant general paymaster of D. L. & W. R. R., and an officer of the Railroad Employes Association, urged every person present to contact his legislative representatives, both state and national, and tell them that something must be done to assist the railroads in their fight for business with subsidized competitors such as trucks and water carriers. / Suggestions as to a suitable place for holding the 1936 outing were solicited by Mr. Burns. Among the points discussed were Saratoga Springs, Lake George, and Cooperstown. The executive committee will be glad to hear from any member who has any ideas on the subject. / Mrs. J. J. Conroy, speaking for the Ladies' Auxiliary of which she is president, congratulated the officers elected and promised the cooperation of its members in any activities of the Veterans' Association. / Rising votes of thanks were extended to the management for the special train, with dining car service, operated from Albany to Carbondale and return, as well as to the officers who have served during the past two years."

As the reports on the Gravity Reunions and the annual meetings and events hosted by the D&H Veterans'Association given above clearly demonstrate, the D&H railroaders loved their jobs. Many, in fact, retired, reluctantly. John T. Coyne, of 60 Jay Street, Albany, was a D&H locomotive engineer who worked for the Company for 51 years, and retired only when he had to because of his eyes.

Given below is the biographical portrait of John T. Coyne (Fifty-One Years Not Enough") that was published in the November 1, 1925 issue of *The Delaware and Hudson Company Bulletin*, pp. 3-4, 12. His enthusiasm for working for the D&H is representative of the mind set of the vast majority of those who worked for the D&H in the nineteenth and twentieth centuries. Here is that biographical portrait of John T. Coyne:



DELAWARE AND HUDSON COMPANY



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Albany, N. Y., November 1, 1925

No. 21

Fifty-One Years Not Enough

Failing Eyesight Brought To Abrupt Ending Interesting Career of Veteran Locomotive Engineer Who Would Liked to Have Stayed At the Throttle Longer

T was my eyes, they forced me to quit the road, and if it wasn't for them I'd be there now," is the way John T. Coyne of No. 60 Jay street, Albany, N. Y., a locomotive engineer, views his recent retirement. For fifty-one years,

prior to July 1, last, when he was granted a pension on his own aplication by the Board of Managers, he had been continuously in the employ of the Company, the greater part of the time having been passed on the Susquehanna division.

"He ought to have had enough of it in fiftyone years," some will say and quite naturally so if they never have ex-perienced that strange fascination that attaches to railroad life. Artists have sought in their sketching to typify the spirit of transportation and poets long have sung the praises of railroad men, but none has yet been known to describe in a true sense that peculiar urge of the rails that binds men to them with a love that knows no denial. To the youth these impulses seem as

but a fancy for they are felt generally, only by those of long service who have found in their work an inspiration, an opportunity for service, and a responsibility in the successful fulfilment of a great undertaking.

Incidentally, just prior to making this statement he had been reading a newspaper account of a slide in "Rock Cut" just south of the Kenwood yards, and recalled the perils that were experienced there during the earlier days of his career. Once when running with Henry Gilroy on the Altamont local he had stripped his loco-

motive when he hit a rock that had become lodged between the rails. A brake rod became entangled in an eccentric hook and without brakes or a chance to reverse his engine which was listing most precariously, due to the derailment of the forward engine truck wheels, the situation looked pretty bad, indeed, as he approached bridge 2.26. Fortunately, however, the derailed caught the guard rail a short distance from the bridge and took the rail. The engine righted itself and the span was crossed in safety.

In his youth, his future was destined to be that of the son of any well-to-do man, but today such recollections seem more like a dream to him than anything else although in the management of his own



affairs he has been very successful. His father. John Coyne, came to this country from County Sliegel, Ireland, in '48. He had served an apprenticeship in the grocery business, as was a custom in that country, and so engaged in that trade in Boston. Some time later his store was destroyed by fire and he moved to Chelsea and thence to

Lynchburg, Va. Another move located him in Elk county, Pennsylvania, where he built a log cabin on the site of a settlement that afterward became known as Coynesville. It was situated between Centerville and Ridgeway, the county seat, and near St. Mary's in which town he again engaged in the grocery business, later acquiring also a hardware store and a clothing store.

At the height of his success he entered politics and for two terms was treasurer of Elk county. During his last term, however, he had a most unfortunate experience that swept away his accumulations of a life time. The county offices were robbed one night and in order that no suspicion should rest upon him he disposed of all his personal possessions in an effort to make good the loss.

John was born at Coynesville, January 27, 1858, and was the seventh youngest among ten children. As a boy he attended a German parochial school in St. Mary's but following his father's loss the family moved to Albany, either in 1868 or 1869, where he attended a private school conducted by a Mrs. McLaughlin at Osborn and Elizabeth streets. Then he went to work, first leading a horse on the docks that then stretched south from the grain elevators that stood in the vicinity of "Bull Run," a part of the present yard system well known to all railroad men, to Island Creek.

About this time he got one week of experience that he never will forget. It was at the Shields' tobacco factory, where he found work stripping and butting tobacco leaves. This work was performed at piecework rates or on the pound basis and at the end of the week he received the enormous sum of forty cents.

In 1876 he went braking for a short time, succeeding Martin ("Chicken") Ichenhoover. Work, however, was slack and learning that help was needed in the construction of the road between Port Henry and Westport, he, with about thirty other boys of his age, went there. He got a job with Mike Dorsey dropping spikes and doing such other tasks as he could well perform until he was called back to Albany on account of the illness of a brother, Mike, who was employed as a flagman in Church street, between Fourth avenue and Exchange street.

His brother died and he took his place "running" and held it until in '77 when he went wiping in the "new" roundhouse at Lumber street (now Livingston avenue). He recalls that the track in Church street at that time was laid for both broad and standard gauge equipment and that the space between the rails was filled in with plank.

The roundhouse at Lumber street he speaks of as "new," because earlier, there had been a two-story wooden shed which protected the locomotives that were turned at that point. A single track led to it, but a switch just inside the door made possible the use of two tracks, each of which would hold two locomotives. One end of the shed abutted a dwelling in the wall of which there was a large hole. This would admit the pilot of a locomotive and on occasions when it became necessary to crowd an extra engine into the house the forward one would be forced against the end of the building until the bucking beam was snug against the wall.

Talk of a "Deeper Hudson" which is so prevalent in Albany just now, interests him greatly, for he remembers the days when the lumber district in North Albany was a beehive of activity and how sailing vessels-some of them fourmasters-would come up the river for cargoes of lumber. The men who manned the vards were big fellows of great brawn. The worked five in a gang, as a rule, and made good money. It was a rare sight, he says, to see the speed with which they worked. By the use of a heavy leather apron which was kept well greased, they would pick up the end of a stick and by a deft throw slide it across their lap until it rested about on center and thus they would be able to handle it unassisted.

Some of the engines which he wiped while engaged at the roundhouse were the W. B. Gage, the Mohawk which later became the Saratoga, the Z. V. K. Wilson, and the Judge Weller, all inside connected and having drivers of seventytwo inches, and the H. C. Hall, an outside connected engine. The Tommy White, another outside connected engine, he recalls because of its peculiar design. Its cylinders were adjusted on an angle of about forty-five degrees on the "goahead stroke," and it was one of the smartest engines on the road. Then there was the S. M. Craver that worked on the Troy local which ran back and forth on the west side of the Hudson river instead of on a belt line as is the practice today, the Ira Brownell and the LeGrand B. Cannon.

Only three or four men were employed at the roundhouse. George Bennett, the foreman, was the only machinist, and there was a blacksmith and helper, and two wipers. Bennett lived in East Albany and as there were no telephones then in use considerable embarrassment was experienced when his services were needed during his hours off duty. Particularly was this true when straight air first was introduced. For some time Mr. COYNE had noted this condition when he decided to take a hand at making repairs and soon became a very able assistant.

Among the engineers on the road at that time he recalls in particular Jimmy Murray and Eddie Mahar who ran the Troy locals. Tom Murray, Tom Hardy, Bill Fisher, and Charlie Stanley.

(Concluded on Page 12)

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Fifty-One Years Not Enough (Continued from Page 4)

The latter was studying for the ministry and was accustomed to carry a Bible in the box that served both for a tool kit and for a seat in the cab. In time he was ordained and left the road. Eddie Smythe went running about that time and was given a switcher in the North Albany yard. Of him he speaks "as one gentleman railroader if ever there was one." Tom Higgins, Jim Martin and Bill Bronk were others to be found at the throttle in that day. Bronk was an erratic worker. He had an inside connected engine, the running gear of which was painted a bright red and when he reported for work, well dressed and invariably wearing a shirt with white cuffs, he would first take a handkerchief and with it wipe different parts of the engine to see if any dirt had been overlooked. Then there was also Charlie Pillings and Bill Blake.

In 1878, he was placed in full charge of the roundhouse at Lumber street and continued in that position until in 1880. When there was a shortage of firemen, he would go out on the road for short runs and was also obliged to assist in the wiping of engines. At last he made up his mind to become an engineer and J. L. Cory, the master mechanic, offered to give him his rights on the road north of Albany. He preferred the Susquehanna division, however, and was sent to Cobleskill to report to Jim Davis who was running a pusher. He went directly from the train to Davis' engine and on their first trip they were out for two weeks before returning home. "I can remember that man," he says, "as one of the best I ever worked with. He ran an engine in Washington at the time of the war, but came here from Vermont."

His first visit to Oneonta is another recollection he likes to mention. With Davis and a Cook engine that depended entirely upon a pump system to keep it supplied with water, and which at the time had a leaky side sheet, they were being held up repeatedly by the "fellow" they were pushing. At last Davis, his patience much tried, proposed that they handle the train after which they reached Oneonta without any further trouble. It was late at night when they went to the Hathaway house, the only hotel then open, for a room. In the hallway was a large, roundtopped table, filled with tallow dips from which they selected one before retiring. The following morning they were called to take out No. 1 and after that were kept in passenger service. During two summers he was also with Davis on the Sharon express with Howe Cave as the first stop after leaving Albany.

In May, 1885, he was promoted to engineer and went running on the No. 75, the *Moulton*. For a time he worked out of Delanson, getting a train of thirty or thirty-five cars as a rule, five of these being for Stony Lane (now Mohawk) and the remainder for Mechanicville or Troy. And often at the end of such a run he would be obliged to switch cars at Green Island and many were the times that a day would thus be stretched to from fifteen to eighteen hours.

Some trips were made to Whitehall and even to Plattsburg when there was a shortage of men on that part of the road. On one occasion when they expected to turn at Whitehall and return home, they were ordered to Plattsburg. For some time previous there had been little work and a dollar or two was the most that could be gotten together among the members of the crew. His conductor, Jim Sheldon, wired to C. D. Hammond, the superintendent, informing him of their financial standing and received in return authority to draw from agents the money they would require until they again got back to Delanson. This they found most convenient, indeed, for it was two weeks before they returned home.

For thirteen months he was on the rounds and then went to Albany where he worked extra. Then he got the way freight and for nineteen years held that run, thirteen years of the time having John Copley for his conductor. He was on the milk train for eleven years, the Altamont local, and during the war had Nos. 306, 308, 309 and 311. Seven years ago, he succeeded Johnnie Malone on Nos. 302 and 305.

He enjoys the distinction of having fired the first engine that ran out of Albany on the West Shore. Jack Sullivan was the engineer and "Jim" Mulhern, now general yardmaster at Kenwood, was "drilling the gang." The road was built over a trestle from a short distance south of "KN" tower to the Abbey and it was over this that they made a trip to the Abbey with a load of rail or other material, being the first train to pass over the new road.

Of his brothers, Owen, a marine engineer, once served as a timekeeper for "Bucky" Patterson, a roadmaster, whose office stood near the present Green street bridge in Albany; Jim held a similar position for a year or two, and Mike, as has been noted, flagged in Church street and was one of the organizers of the Capital City Aid Association which afterward became the Brotherhood of Railroad Brakemen, and now is better known as the Brotherhood of Railroad Trainmen.

For twenty-three years he has been a member of Division No. 172, Brotherhood of Locomotive Engineers, of Schenectady, is a communicant of Holy Name Cathedral, Albany, and a member of The Delaware and Hudson Veterans' Association. In 1884 he was married to Miss Margaret Purcell of Albany, who died eleven years ago, and to them were born several children, six of whom are still living.

twelve

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D&H Freight and Ticket Agents Meetings

In September 1931, the twenty-fourth annual Freight and Ticket Agents' Association meeting took place at the Hotel Champlain, Bluff Point, New York. Two hundred and fifty D&H agents and officials attended the meeting.

These annual freight and ticket agents meetings, were educational/recreational meetings, hosted by the D&H in resort settings, were educational/recreational seminars were conducted. Those seminars not only helped to develop a strong sense of team spirit among these agents but also made them better spokesmen for the D&H as they interacted with the public in the course of their day-to-day jobs as D&H employees. It was a win/win situation for all concerned: the agents felt good about themselves and their jobs and performed their jobs better because of these seminars, the profits of the company were increased because these agents were better spokesmen for the company. The freight and ticket agents could not help but see themselves as strong company assets. The quality of their job experience was increased, the quality of their lives was increased.

A detailed report on this twenty-fourth annual Freight and Ticket Agents' Association meeting at the Hotel Champlain, Bluff Point, N. Y., September 8-10, 1931, was published in *The Delaware and Hudson Railroad Bulletin*, October 1, 1931, pp. 296-97, 300-301. Here is that report:

S TANDING before an assemblage of some 250 agents and officials at the second session of the Twenty-fourth Annual Agents' Meeting at the Hotel Champlain, Bluff Point, President L. F. LOREE discussed the present economic depression, its causes and its cure. The President's address is printed in a pamphlet which accompanies this issue of *The Bulletin* as being of primary interest to all Delaware and Hudson employees.

The first of the three sessions of the meeting, which was held September 8th to 10th, inclusive, was opened by COL. J. T. LOREE, Vice-President and General Manager, who, in behalf of the President and Board of Directors of the Delaware and Hudson Railroad, welcomed the Agents to Bluff Point. After pointing out that the present crucial period requires the closest attention, effort, and cooperation, he turned the meeting over to Chairman EDWARD MARTIN of Cooperstown, President of the Freight and Ticket Agents' Association.

MR. MARTIN, after expressing the thanks of the Association for the privilege of meeting as guests of the management, called upon J. F. COSTELLO of Troy for the report of the Secretary-Treasurer, which was accepted as read.

C. S. Colvin, Superintendent of the Railway Express Agency, Inc., and long connected with the express business, presented a paper entitled "Express Problems" in the course of which he outlined the history of the National Express Company which

With Our Agents

Addresses by President Loree
Feature Three-Day Session

was established on Delaware and Hudson lines subsequent to the development of a one-man messenger service between Albany and Montreal via water and stage coach routes. Mr. Colvin emphasized the precarious position into which the Express Agency, whose stock is owned by the several railroads, was being forced by the increased limits on weight and size of fourth class mail or parcel post. Despite the fact that the post office department is run at an annual loss of millions of dollars to the taxpayers, an additional tax burden is to be imposed in furtherance of the government's unfair competition with private industry.

President LOREE described the development of the reforestation program which has made the Delaware and Hudson the largest private owner of forest lands in the state of New York. Early lumbering operations in the Adirondack region in the eighties were primarily to provide charcoal for fuel for the iron foundries. In 1903 the Delaware and Hudson substituted coke for charcoal and embarked on a



At Bluff Point

Closely Contested Golf Matches Result in Several Tie Scores

program involving the establishment of three nurseries to supply seedlings as required.

Destructive fires in 1903, 1908, and 1915, caused by faulty logging methods and locomotive sparks, laid waste many thousand acres of timber. Disease also took its toll and, in 1915, the nurseries were abandoned. Experience gained during the intervening years showed that, of the 13 species of trees experimented with, but four, Scotch Pine, White Pine, Red Pine, and Norway Spruce were successes. By 1927 a total of 125,000 of the 150,000 acres in the Chateaugay Forest had been re-stocked by our company.

In conclusion President LOREE deplored the legislative restrictions which have been placed on New York State's forests forbidding the intelligent use of this most valuable natural resource which, under the law, is condemned to live, die, and decay having served no better purpose than to provide a few picnic grounds around the edge of its impenetrable vastnesses.

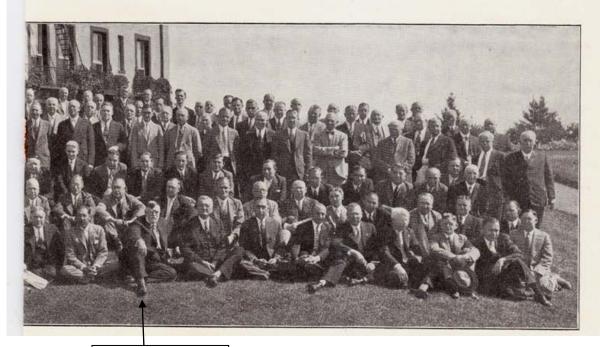
W. W. COX, Assistant Comptroller, presented a

paper "Recapture of Excess Railway Earnings under Section 15-A of the Interstate Commerce Act, and Related Matters," at the second business session of the meeting. Despite the avowed intention of the law to provide the carriers with a fair rate of return during prosperous times, even though failing to provide reserves against periods of depression, the manner in which the Interstate Commerce Commission has failed to carry out the provisions of the Transportation Act is largely responsible for their present straits. In order to permit a return of five and three-quarters per cent, which the Commission decided on as a fair return on the railroad's investment, it was first necessary to determine the value of the various properties. In the 18 years since the passage of the law some 172 millions of dollars have been spent in evaluating only 58 per cent of the total mileage in this country.

MR. COX also brought out that, in the decade 1921-30 the Class I railroads fell \$2,574,000,000 short of earning the five and three-quarters per cent return, this amount being \$100,000,000 more than the book cost of the Pennsylvania Railroad as of 1930!

The third and final session of the meeting was opened with remarks by W. G. STORY, General Freight Agent, concerning recent developments in the rate structure, and M. V. BECKSTEDT, General Freight Agent, relative to the carriers' recent appli-

(Continued on Page 300)



Agents at Bluff Point

(Continued from Page 297)

cation for a 15 per cent increase in rates. MR. BECKSTEDT pointed out that, despite the provisions of the Transportation Act, the railroads earned only 3.36 per cent on their investment in 1930 and but 2.06 per cent was estimated for 1931, thus seriously impairing the credit of the roads.

He also stressed the growing importance of the Port of Albany which was opened to deep-water traffic within the past year. Already 18 steamers have used the port facilities.

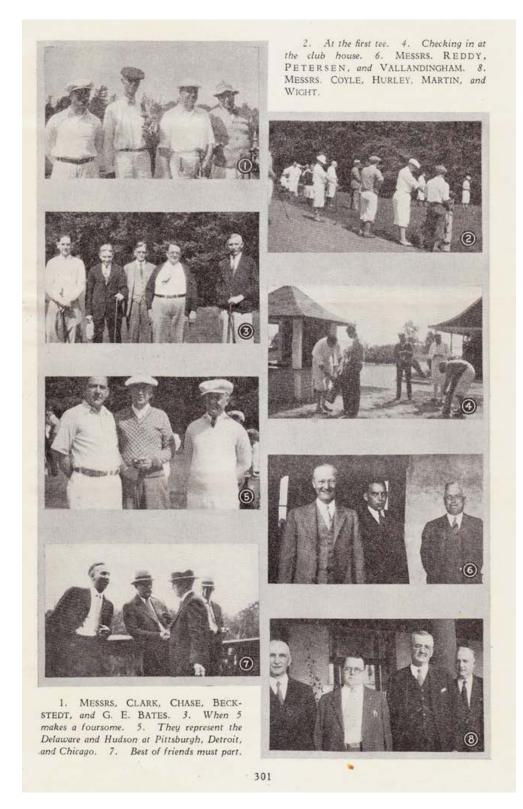
Vice-President F. W. LEAMY voiced appreciation of the continued cooperation between the agents and the various auditing and accounting departments, expressing pleasure that 407 station audits by travelling accountants during the past year had failed to find a single account out of balance.

Revision of waybills at stations so that a correct bill would be presented to patrons in the first instance thus facilitating prompt settlement and creating good will was urged by MR. LEAMY. He also spoke concerning present business conditions, pointing out that, despite our national aversion to a dole system that very thing now exists in many forms. Among these are the Hoch-Smith resolution favoring depressed industries at the expense of others, and federal projects for local improvements such as Boulder Dam, various Inland Waterways, and rural roads which benefit primarily the road contractors, automobile manufacturers, and truck and bus operators, none of whom reside near or pay taxes on these projects.

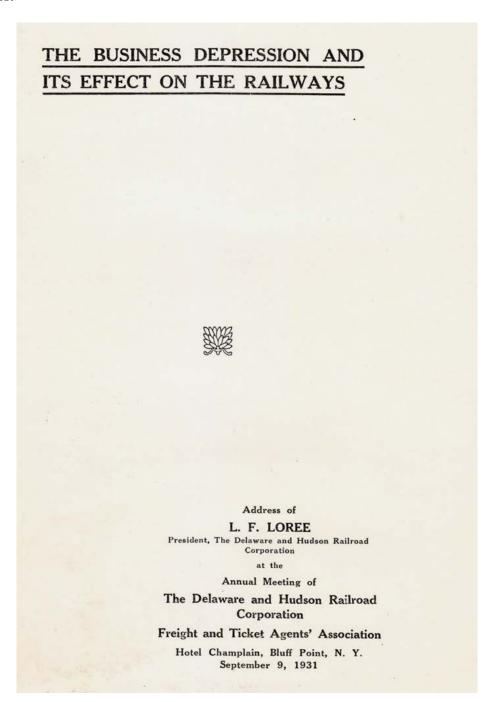
MR. LEAMY closed his address with an appeal to each citizen to help curtail unwise and unfair government expenses, and to work diligently, strenuously, and intelligently to reestablish business prosperity for the country.

By a rising vote the meeting adopted resolutions presented by MR. W. T. CAMPBELL, Mechanic-ville, expressing appreciation of the efforts of President LOREE, the Board of Directors, Vice-Presidents LOREE and LEAMY and all speakers and committees contributing to the success of the occasion. The resolutions also honored the memory of five members deceased since the last meeting.

The several golf tournaments which featured the meeting resulted in several tie scores. In the Officers' Handicap COLONEL J. T. LOREE, with a handicap of only 15, equalled the 69 net score



Inserted in the October 1, 1931 issue of *The Delaware and Hudson Railroad Bulletin* is a 17-page pamphlet with the complete address of President L. F. Loree at that meeting of the D&H freight and ticket agents at the Hotel Champlain on September 9, 1931. The title of L. F. Loree's address is *The Business Depression and Its Effects on the Railways*. Here is the complete text of that address:



The Business Depression and Its Effect on the Railways

Address of

MR. L. F. LOREE

President, The Delaware and Hudson Railroad Corporation

at the Annual Meeting of

The Delaware and Hudson Freight and Ticket Agents' Association

> Hotel Champlain, Bluff Point, N. Y. September 9, 1931

THE BUSINESS DEPRESSION AND ITS EFFECT ON THE RAILWAYS

The outstanding and most important thing in our lives today, the one most talked about, the one constantly in our minds, is that we are passing through a period of major industrial depres-These periods of depression generally last four or five years and are preceded by a panic resulting from a crisis which, so far as I am able to judge, is brought about through maladjustments in industrial life due to changes in methods of production, mineral extraction, transportation, manufacture and merchandising. These changes, the product of inventions and of improvement in skill of management, are sharply stimulated by a war and by the introduction of a new industry. We have had the greatest war of modern times and not one but several new industries—the development and adaptation of electrical transmission of power, the wireless transmission and radio, the automobile and aeroplane, developments in metal alloys and in commercial chemistry. Never, perhaps, has any similar period been affected by so many or by such powerful stimuli. Distressing as our present condition may be, yet when compared with the results of particular crises in the natural world, such as epidemics of the "flu," cholera, yellow fever, bubonic plague, the migrations of the Colorado potato bug, Mexican boll weevil, corn-borer, San Jose scale, the Japanese beetle, the Chestnut blight, and catastrophes, such as the earthquake in Nicaragua and the floods in China, the influence of even a major industrial depression on human life and industry seems fleeting and unimportant. Recovery is delayed; the intensity of the disorder augmented; the activities of the politicians, who seek to influence the situation by legislation or by bureaucratic control, increase; and the false prophets, such as the

Socialists, who seek to substitute for the present industrial organization untried and speculative schemes, fill the air with clamors.

Karl Marx, who never had a responsible position or personal acquaintance with industry, was a diligent student of economic theories, particularly its literature, worked for many years in the British Museum, and eventually evolved his Socialistic theory of the regulation, production and accumulation of capital. He made four major prophecies concerning the actual future of capitalism some 85 years ago, none of which have as yet worked out as he predicted. There is no evidence, including the gigantic experiment in Russia, of the success of any of his suggestions, or of those of his followers. Indeed, so disappointing has been the Socialistic experience that in the article on Socialism in the Encyclopedia Britannica of December, 1922, its author said the definition given by Bonar in his article in the same publication in 1911 could no longer be supported. Socialism may perhaps be described; it cannot be defined. What needs to be done is to think less on the problems of distribution and more on the problems of production, and to learn to sharply distinguish the contributions made in production by management, by those who furnish the capital, and by the workmen.

We in the United States occupy a very astonishing autonomy, producing within our own borders at least nine-tenths of everything we need. We can grow here all the foodstuffs necessary for existence; the coffees, tea, fruits, nuts and most other things imported are in the nature of luxuries. In the basic materials, manganese ore, tin, rubber, nickle and platinum pretty much cover the list. With no more than six per cent of the population of the world and 5.7 per cent of its land area, we produce 72 per cent of the oil, 37 per cent of the coal, 42 per cent of the iron ore, 45 per cent of the finished steel, 51 per cent of the copper, 54 per cent of the cotton, 64 per cent of the corn, and 20 per cent of the wheat. Much criticism is made of our possession of nearly five billions of gold coin-the medium of exchange-out of a total world possession of eleven billions. But is not that holding amply justified by the relative size of our industry, especially when consideration is given to the extent of the territory over which its activities extend?

How is it that this relation can be possible, and why is it that our people can put more into their work and can get so much more out of their lives than other peoples in the world? Two

years ago I prepared for the "Bulletin" a review of Professor Ellsworth Huntington's book on "The Human Habitat," in which he called attention to the great influence that environment had on the life of mankind. His first great division was that of sea, seven-tenths, and land, three-tenths, and the second that of climate, which, when coupled with soil and mineral resources, determine largely what people may make of their lives. As to climate, we seem to be living in the one most favorable to human culture and human progress. As to soil, no race has ever been known to advance far in civilization without agriculture, which assures the inhabitants of a permanent supply of nutritious food. The hunter is unable to preserve his food and must spend his time almost daily seeking it that he and his family may continue to live. Soil we have in abundance and of the finest quality—a soil that permits of a variety of agriculture of the very highest type. Beneath the land surface are great mineral resources.

Huntington says that there appears to be about 240,000,000 people living in a primitive condition—Bushmen, Hottentots, the Zulus and the Kafirs, in South Africa; Arabs, Turkomans and Khirghiz in Asia; Eskimos in the Arctic regions; the Negritos of the East Indies and the Indians of the Amazon Basin. With them luxuries are out of the question; the possession of the mere necessities of life is always a matter of hazard.

Something like 250,000,000 people practice what Huntington calls hoe and tree culture. They drop seed into holes punched with a stick, but do not employ animals to plow or cultivate the soil. They subsist largely upon native fruits. The degree of their culture varies with the handicaps of the environment, the damp heat, disease, the leaching of the soil, the growth of unnutritious weeds, the insects, birds and beasts which devour the crops or otherwise destroy them. The work is very hard, the return meagre, and life has but a narrow margin.

The rice regions, requiring constant irrigation, support perhaps 700,000,000 people. There are also those who cultivate cereals in the Western Hemisphere, millet in Africa, and corn and wheat in South America.

About half the land area of the world has no more inhabitants taken together than those who live in the two cities of New York and London. Nearly two-thirds of the people of the earth are crowded upon seven per cent of the land surface. The countries where dense population is associated with climatic storms and a

very high degree of human energy lie in western and central Europe, including most of Great Britain, and in the middle latitudes of North America. The total area where a dense population seems to arise by reason of the cyclonic type of climate and natural resources scarcely amounts to more than 1,650,000 square miles, or less than the one-hundredth part of the surface of the globe, with a population of approximately 370,000,000 people, based largely on the cultivation of wheat, including the cereals associated with that grain, and constituting the wheat type of Thus the present people of North America and northwestern Europe represent the end result of an age-long process of migration and natural selection. They possess threefourths of the world's wealth, eleven-twelfths of its steamships, manufacture nine-tenths of its goods, govern two-thirds of the world's habitable territory, and have a controlling voice in most of the remainder. Of these the citizenship of the United States is almost one-third and the English speaking people are somewhat more than one-half.

At the base of civilization is the industry of agriculture. This industry presents two quite different aspects; (a) a relatively limited number of agriculturists pursue the business as a commercial enterprise and lose or profit under conditions such as affect other commercial ventures; (b) the great bulk of the agriculturists engage in the industry as a way of life. They have, as a rule, a comfortable living, a healthy outdoor occupation, a sheltered existence, and, to many, it possesses great charm and much resource.

The great war took from the farms many of the younger men. The eight-hour day and the five and one-half day week, expanded still further by the strong contrast between the spread in the hours of labor in industry and the hours of labor in agriculture, and the great advance in wages in industry since 1913, have drawn away from the farms a very substantial number of men, and these men, crowding the industrial ranks, now swell the numbers of the unemployed.

It seems to be thought by many that the World War, depleting the ranks of male labor, drew into industry vast numbers of women who have permanently remained. It would appear, on the contrary, that while the total number usefully employed increased from 1910 to 1930 to 28 per cent, the increase in the number of women so employed was no more than 33 per cent.

There have been heavy inroads upon real usable capital through

the methods of taxation, particularly the growing tendency to rely upon the purely socialistic system of taxing not property as property but the individual in accordance with his ability to pay. There is a further exhaustion through the enormous and wasteful expenditures of government by all sorts of methods of employing labor, colored always with the hope that the votes of such labor can be tied up with the party in control.

There are said to be at present 6,500,000 unemployed. These figures are always used upon the assumption that all those out of work are desirable workmen. We should regard the matter much more intelligently if we made a division into three groups—

1—Those sick or disabled; unable to work for other reasons; not looking for work; voluntarily idle without pay. This group was estimated to contain, on April 1, 1930, 618,832, or 16%, of those then not at work.

2—Those who are of bad habits, shiftless, lazy, of low mentality, etc., who may in times of great industrial activity be taken on by employers, though they may represent a loss, and whose employment is largely the cause of "labor turnover." This group, if taken to be approximately 5 per cent of those employed in rush times, would muster some 3,500,000.

3—The really valuable members, for whom all our sympathy and concern is excited, and who may properly be regarded as the victims of the depression—or about 2,500,000 people.

As we look back, we now see that in 1929 the business and financial organization of this country experienced a "crisis." Business had become geared to a condition of steady expansion and the stock market reflected this in indefinite advances in security prices. About the middle of the year industrial expansion had been checked and by Labor Day the stock market could be pushed no higher. The business and financial machine thus was stalled.

There followed a very severe stock market "panic" in October and November. The business recession also gained momentum, but it was not until the middle of 1930, when bank failures became numerous, that real "panic" developed in business, as it was realized that the temporary recovery in the Spring of that year was a "false start."

Now we are in a condition of profound "depression"—a condition which has prevailed for over a year. The crisis has come and gone. The period of panic has, almost if not quite, been

passed through. It remains to gather the shattered forces of business, reorganize and discipline them, for the march out of the valley of depression.

All this is nothing new. We have passed through other "new eras," as in 1907, 1893, and 1873, which are quite comparable with those which we are now observing. Some of you will remember the panic of 1907, which was quite the same in the violence of the decline and the sharp readjustments in financial conditions, to that experienced in the current period. Some will also remember the panic of 1893, which was attended by a condition of worldwide depression that may fairly be compared with the present. Our business was then extremely depressed from the summer of 1893 through the summer of 1894, and while there was a temporary recovery to something approaching normal in the latter part of 1895, a relapse occurred in 1896, so that complete recovery did not come until 1898. Thus there was a period of nearly five years during which business was extremely unsettled and on the whole depressed.

Probably the years preceding 1929 saw a more excessive speculative activity than any preceding period in our history, and it may be said that at present there is a more universal condition of depression existing concurrently throughout the world than we have ever seen before. This, however, is but a matter of degree. We have been through similar experiences and have come out of them as we will in the present case.

It is discouraging, however, to find that we have profited so little by these past experiences. In most of our major panics there have been the same efforts to talk ourselves out of a bad situation. The "sunshine" clubs and "business-as-usual" movements of the past, in spite of their futility, have been all too much in evidence during the past two years. And the same may be said of the attempts to remedy the excesses of inflation by resorting to more inflation and "credit injections."

If we have now, as is to be hoped, exhausted all these psychological nostrums and settled down to the realities of our situation, it is time to take stock of that situation for the purpose of ascertaining sound measures for relief and for preventing similar occurrences in the future. Like the scientist who must base his findings upon an accurate study of the facts, we should carefully note the business phenomena which have attended the development of this depression. We should make studies of the causes which led up

to the crisis, in order that we may prevent, or modify, such a development in the future. We should learn and record for the benefit of the next generation the futility of farm boards, untimely credit injections, artificially maintained wage rates, optimistic propaganda, and the like. We should carefully note what measures and adjustments prove to be really helpful.

There would appear to be nothing fundamentally new in the causes which led up to the present depression. Doubtless, conditions were made worse by the World War. It caused certain shortages to develop everywhere. In Europe, the closing down of industries and the destruction of capital and man-power created a great temporary market for our products. The war also brought its usual aftermath of currency inflation which helped to stimulate an abnormal boom. But we saw something of these same things after our Civil War, followed by the panic of 1873.

I would say that this depression developed out of maladjustments in financial and industrial activities. As is always the case, bank credit was highly inflated, as seen in the great expansion of loans on securities and real estate, and in the abnormally rapid turnover of bank deposits.

This was accompanied, as usual, by unduly high commodity prices, though in the present instance the height of commodity prices was mostly relative and to be seen chiefly in comparison with operating expenses.

The prices of real estate and securities were affected by an almost unparalleled expansion, and, as usual, speculation in these kinds of property went to great lengths.

All this was encouraged and extended by a great development of installment buying; that is, people bought things "on time," promising to pay in the future what they could not afford to pay in the present. Or, as Will Rogers says: "Influenced by advertising and supersalesmanship, they bought what they didn't want with money they didn't have."

As a result of this inflation and discounting of the future, production was over-expanded and the means of production in the shape of plant capacity were unduly enlarged. Accordingly, stocks of commodities accumulated, not, perhaps, so much as heretofore, on the shelves, but unpaid for in the hands of consumers, until they became so large that it was utterly out of the question to move more to market or to liquidate them at current prices.

Then the time necessarily came when prices began to decline-

first, commodity prices, then prices of real estate, and finally stock prices. Commitments made on the basis of past prices then represented a source of loss. Credit became strained and loans became frozen.

All this may be summed up in one word—"maladjustments." Accordingly, the depression in which we now find ourselves is the period necessary for correcting these maladjustments. We are atoning for past economic sins, paying up past debts, liquidating frozen loans—in short, making all of the readjustments required by an accumulation of maladjustments.

We have had overproduction, and now we are readjusting production to consumption. Prices of many commodities, such as copper, cotton, wheat, and wool, were inflated; now they are being deflated. First, raw materials were too high in price in comparison with the price of finished products, and a good many farm products were too high compared with manufactured products. Now most raw materials are unduly low in comparison with finished products, and farm products have fallen much below average in comparison with most manufactured goods. During the last twenty-two months wholesale prices have declined approximately 28 per cent and the purchasing power of the wholesale dollar has increased almost 40 per cent. In general, with some exceptions, retail prices have failed to come down in proportion to wholesale prices, and the cost of living is still high in comparison with the prices which the producer gets for his products at wholesale. This is the customary lag due to the effort of the retailer to limit his losses.

These price maladjustments must be corrected before we can expect a resumption of normal business. Business consists in buying and selling, and as long as markets are not in normal adjustment and we have in prospect declining prices for finished products and commodities sold at retail, business will remain backward.

The farmer is at the base of our industrial civilization; our economic well-being depends primarily upon the wealth that is produced from the land. That the condition of the farmer is so depressed is, therefore, of fundamental importance. The production of farm products was over-stimulated by war conditions. This condition was made worse by artificial price maintenance and by the extension of too much credit to farmers. (Even today, I am told that in some sections loans backed by govern-

ment credit are made to the extent of \$12 an acre when sound and conservative private lenders will advance no more than \$6.) Naturally, farmers being only human, joined in the general tendency to live too fast, and participated in the orgy of luxury buying and land speculation. The result was that they spent more money than they made, and now find themselves deeply in debt. Finally, through the unwise policies of the Farm Board, the farmers felt encouraged to plant too large an acreage and the prices of their wheat and cotton were maintained at too high a level to allow exports.

Today, therefore, we find ourselves confronted with huge accumulations of wheat, cotton, wool, and tobacco; very low farm prices; greatly reduced farm purchasing power; declining farm land prices; and a deplorable condition of farm indebtedness. In addition, the farmer (like the railways) is weighed down by a crushing load of taxation. The railroads with an increase of 148 per cent in their investment in road and equipment from 1900 to 1929, have had their taxes increased in that period by 806 per cent—I have no exact figures for the farms, but I fear they are being plundered in the same way.

The reduction in commodity prices, aided by the adoption of economical methods and by the reduction of overhead expenses of all kinds, will finally reduce operating expenses to a level which will enable business to return a profit even at the low prices for its products which are being established. The national wealth of the United States in 1929 was estimated at \$361,800,000,000—John Stuart Mill contended that except for a few monumental structures property was kept in existence only by perpetual renewal and had an average life of not more than 20 years. A short period of depression effects serious inroads upon this wealth and renewals on the old scale must soon again go on. Already in July the production of boots and shoes exceeded the production in July last year, and, industry by industry, recoveries will be made as heretofore on normal lines.

I do not see any reason for discouragement in this analysis of the situation. With intelligent readjustments carried out by individual business men, the final correction of these maladjustments is only a question of time. The very similarity between the existing depression and several of those which we have experienced in the past marks the path of the ultimate recovery.

It would seem that economic maladjustments similar to those

that arose in 1929 are the almost inevitable results of industrial progress. Is it not true that business recessions always come after business booms? And are not business booms the result of business expansion going too fast and too far? Business depressions seem like the "growing pains" of business expansion. It is partly the development of new products and new methods which lead to so-called "new eras." The trouble lies not in the expansion or the progress, but in the fact that the progress leads to over-optimism and an undue rapidity of expansion. Then these things lead to maladjustments for the correction of which there must be a period of depression.

Even such drastic processes of correction as we are now undergoing have their constructive aspects. Business has always emerged from a period of severe depression much more sound and efficient than it was before. For one thing, a business depression is a great weeding-out process, in the course of which the incompetent and the inefficient are eliminated. As much as by any one thing organized business is made possible by the bankruptcy courts. One great weakness of our civilization lies in its lack of a weeding process. Our civilization encourages economic weeds. To get good results from the kitchen garden one must continually pull weeds. To get good results in the nation's industrial organization is not something similar required? While, therefore, we may deplore the suffering involved, and certainly should take every reasonable step to reduce that suffering through efforts to find a place for every man (or to provide for the absolutely incompetent by charity), we should recognize the benefits that are accruing to us through the increased average efficiency of both business men and workmen. On all sides today we see incompetent management failing-on farms and in factories and stores. We find the least efficient laborers forced to seek new jobs or temporarily out of work. We find economies of all sorts being adopted. Truly, necessity is the mother of invention.

We are getting back to economic fundamentals according to which men are rewarded in proportion to the values which they produce. There is an increasing recognition of the fact that normally many men can do no more than earn a living. "To each," as the Scripture long ago said, there will be given "according to his several ability."

In this connection, attention should be directed to the importance of farming as a mode of living. Undoubtedly many farms cannot be operated at a profit, but there are few upon which the farmer cannot at least make a living. There is beginning a wide-spread movement back to the farms, and this is in many respects a wholesome movement. Steel workers in Birmingham mills, for one example, have gone back to work with their families on neighboring cotton farms. Here they can at least live a healthy life and be free from want. This movement helps to solve the problem of unemployment.

When our bodies are weakened by excesses we become more subject to the attacks of parasites and degenerative bacteria. In the same way the body politic seems in times of depression to become infested with social parasites and other harmful organisms. Today we are threatened with socialism in various forms, the tendency being to ask the government to do things which individuals can best do, and to take away the property of those who are well-to-do for the purpose of giving it to those who are not. Similar to the socialists are the politicians who take up radicalism in various forms as a means of getting votes from discontented persons. A particular type of labor leader also takes on a new lease of life and thrives on the agitation and mob action which are most likely to appeal to the unemployed or those who are adversely affected by readjustments.

Along with these we find numerous well-meaning panacea chasers who think that business can be stimulated or revived by some schemes known to themselves, without the necessity of correcting the fundamental maladjustments which afflict us. They propose government bond purchases, enormous programs of construction of public works, and other schemes looking toward inflation or of exploiting the public treasury.

At such times, too, the shyster lawyer who thrives on misunderstandings and discontent is in his element.

Therefore, as an incident to business recovery we may well keep in mind the importance of building up resistances or preparing vaccines for combating these enemies of a sound and healthy business condition.

Especially should we be on our guard against the insidious workings of inflation and the dole system. Even among reputable economists there remains a considerable tendency to harbor the notion that a depression may be relieved through inflation. They argue that by giving the people more money to spend we can increase their purchasing power and thus bring prosperity.

Closely related to this notion is the dole system. This begins with proposals to spend hundreds of millions of dollars for public works solely for the purpose of giving employment. It includes the idea that paying high wages will make business good, which if pushed to its logical conclusion would lead us actually to raise wages regardless of the productivity of labor or the earnings of business. Then there is the proposal for a vast system of unemployment insurance to be supported by the government.

But all these schemes are in the last analysis only an attempt to beat the game. They do not alter the fundamental conditions. They all involve increasing the burden of taxes and they all mean taking money from one class to give it to another. We cannot increase the income of one class without decreasing the income of another class, unless the former increases its productivity in proportion to what it receives. We must remember that the government is made up of all of its citizens and that someone must pay the taxes from which government funds are derived.

The sound methods of procedure which may be adopted for the purpose of facilitating business recovery would seem to be as follows:

1—Encourage the prompt and thorough correction of the existing maladjustments, particularly those which still exist among commodity prices.

2—Actively promote economy so that expenses may be reduced to a minimum and a profitable condition be restored; even if necessary so low as pre-war price levels.

3—Adjust consumption to income or earnings. I fear that many of us are still maintaining an inflated standard of living with something of the old tendency to over-spend. In comparison with 1929, for the time being the living habits of the average American must be deflated. This does not mean any loss of normal progress, nor a return to the standards of living of our fathers. It simply means that we were going ahead too fast during the boom period and will have to give up some of the luxuries which, under abnormal inflated conditions, we were beginning to enjoy, but for which we were not able to pay. When this depression is over, we will have made progress, but not such rapid progress as some had dreamed.

4—Get rid of much hampering legislation. Our statute books are cluttered up with thousands of laws which are unsound and wasteful. Irving Babbitt says that 62,014 new laws were passed

by the state legislatures between 1909 and 1913. Certainly that rate of increase has not since been diminished. Many of these have been deliberately framed to sand-bag, ham-string and hogtie management. Further, they put an unnecessary burden of taxes upon us, and unduly restrict business.

It goes without saying that unavoidable economic suffering must be relieved, and we must all be prepared to contribute within our means to a large amount of charitable work which will have to be carried on during the next few months. This, however, should for the most part be regarded as a local and temporary expedient. The fundamental thing is to promote efficiency, encourage the readjustment in commodity prices, and restore the balance between consumption and production. Through such processes we have always recovered from depressions in the past. It would seem as though they alone give promise for the future.

John Maynard Keynes, one of the more influential of British economists, condenses what I have been trying to point out by saying: "The prevailing world depression, the enormous anomaly of unemployment in a world full of wants, the disastrous mistakes we have made, blind us to what is going on under the surface—to the true interpretation of things. We are suffering not from the rheumatics of old age, but from the growing pains of over-rapid changes, from the painfulness of readjustment between one period and another."

To say all these things and to say nothing of wages, is to produce the play of Hamlet with Hamlet left out.

Our civilization is based upon an industrial development organized by management, or as the economists call it, the "entrepreneur" or enterpriser, who associates with himself the group of workmen whom he employs, and the capital or wealth accumulated by self-denial and thrift, and put to the use of the enterprise by its owners.

General business activity, giving due weight to finance, distribution and production, has, according to Joseph Stagg Lawrence, fallen from a height of 125, reached during 1929, to 70 as of July of this year. That is, the business activity was about 80% greater two years ago than it is now. Capital has suffered in the principal sum of its wealth. On October 1, 1929, there were listed on the New York Stock Exchange 1,279 issues aggregating 1,048,359,263 shares with a total market value of \$87,073,630,423. On July 1, 1931, there were 1,296 issues with 1,303,489,082

shares with a market value of \$47,417,147,581. The price of the average share which had been \$83.06 was now \$36.38. That is, this body of wealth, used as capital, was worth 128% more then than it is now, while in some cases still greater, or indeed total losses, are indicated by receiverships already established or threatening. Further, incomes from capital investment have been greatly reduced, through the reduction or passing of dividends. I have been told by some that their capital income was 70% greater in 1929 than it is now.

The compensation taken by the workman for his contributing effort in industry is in the form of wages. While these wages may be received in currency in an envelope, it is, as an ultimate fact, the consumer who pays them, and these payments, in the last analysis, are the exchange of one kind of service for another.

One of the things that is intensifying and prolonging the depression is the belief that these exchanges cannot be made on a satisfactory basis until the wage scales are adjusted in harmony with the other eliminations of maladjustments. Sometimes this idea is expressed by saying that we are experiencing a "buyers' strike."

Let me state the case as the economists put it: These wage scales are held to be so high that industry cannot afford to pay them, with the result that unemployment is increased. More than that, they are so high that the economic position of capital and the enterpriser is being jeopardized. Wages can be paid only out of the value produced in industry, of which labor is one of the three associates. If the attempt is made to pay higher wages than are warranted by such values, the income, that is necessary to encourage the co-operation of capital and to induce business enterprise to function, is unduly reduced. Then industry as a whole suffers, including the workmen themselves.

The elimination of maladjustments has resulted in a continuous fall in the cost of living, based upon prices and amount consumed of food, housing, clothing, fuel and light, and of sundries, so that now it is not greater than in 1914 by more than 30 to 38 per cent. On the other hand, the average weekly earnings in the New York State factories in June, 1931, were more than double what they were in June, 1914. In the railroad service, the wages, as we know, are in many cases three times as much as in 1914. These workmen then, if on full time, are actually obtaining an advantage by the depression. These high wage rates are the more harmful in that they are being paid to what is, after all, but a relatively

small part of the total workmen of the country. Farm wages, for example, are but 23 per cent higher than their average in the years 1910-1914.

The maladjustments in prices, including the artificially high wage rate, have the effect of keeping up the prices of industrial output, including goods sold to the farmer.

These maladjustments in prices, including the wage of the workman, it is held, must be corrected if we are to lay the foundation for sound and sustained recovery in business. Production has, in most cases, probably been sufficiently curtailed. If this is the case, it remains only to keep it curtailed long enough to allow the necessary reduction in the stocks of commodities where these are excessive, including the unliquidated goods sold on the installment plan. A reduction in commodity prices will, of course, in such cases, also help to create a market for excess supplies.

Assuming that these several contentions of the economists are true—and I think that in the main they are—what courses are open to a management engaged in the production of a commodity—transportation if you will—and confronted by a falling price, a shrinking margin and a reduced output?

1st. It may cut out every item of waste that it can discover;

2nd. It may so improve its methods as to dispense with some men and thus increase the output per man, or

3rd. It may reduce the labor component by asking the men to accept a lower wage.

One or more, or all, of these things must be done if work is to be preserved and an increase of unemployment avoided.

Certainly the case for the railroads is quite as bad as it has been in any of the former depressions. In the first seven months of this year, 54 per cent of the Class 1 roads failed fully to earn their fixed charges and rentals. Only eight of them have their common stocks quoted above par on the New York Exchange.

We cannot escape the difficulties; the problem is our problem, yours and mine. I have gone over it at great length because I want you to see it as I see it.

Let us face the future with courage and with confidence in each other.

After all, we shall win through. Let us not be too much discouraged; let us remember that, as the old proverb goes, "the soup is never eaten as hot as it is cooked."

In September 1932, the twenty-fifth annual Freight and Ticket Agents' Association meeting took place at the Hotel Champlain, Bluff Point, New York. A detailed report on this meeting, September 6-8, 1932, was published in *The Delaware and Hudson Railroad Bulletin*, October 1, 1932, pp. 264-265, 267-268. Here is that report:

President Loree Addresses Meeting, Reaffirming Faith in Ultimate Supremacy of Railways and Steam Locomotives.

DDRESSING the 25th Annual Meeting of the Delaware and Hudson Freight and Ticket Agents' Association at the Hotel Champlain, September 6 to 8, inclusive, PRESIDENT LOREE characterized interurban electric railroads and highway busses as "finished," predicting the ultimate supremacy of the steam railroad as the common carrier of the world.

This conclusion he based on investigations which indicate that no common carrier bus line in the United States or Canada is paying dividends, despite the advantages which they enjoy in free highways maintained at public expense. Ultimate limitation to city operation seems to be all that can be expected of them.

The elimination of the motor freight carrier from the highway will come as a result of our instinct of self-preservation as much as from economic necessity, removal of heavy trucks eventually being ordered as a safety measure to permit the operation of lighter cars for whom the roads were intended. Figures were quoted showing that, whereas 50,510 members of the American Expeditionary Force were killed or died of wounds in 18 months of the World War, 53,650 persons were

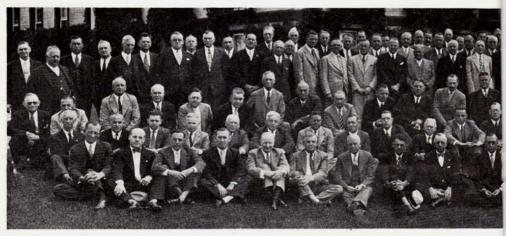
Agents Observ



First Meeting of Delaware and Hudson Agents,

killed in the United States in automobile accidents in the 18 months ending December 31, 1931.

PRESIDENT LOREE opened his address by remarking, "We are now in the midst of the most severe depression in the history of any man now living." He then spoke of the effects of the depression on the railroads, particularly the Delaware and Hudson, and economies which had been effected in various ways, particularly the elimination of unnecessary buildings.



Twenty-fifth Annual Meeting of Delaware and Hudson Freight and T

e Silver Jubilee



Fort William Henry Hotel, Lake George, 1908

Offsetting all this, in addition to traffic losses, were the expense of installing and maintaining train control apparatus, by order of the government which is now authorizing discontinuance of the use of this equipment on many roads, and the grade crossing elimination program.

Under the original plan the cost of removing crossings was to be borne 50 percent by the state, and 25 percent each by the railroad and the community most interested. The immediate result of this was

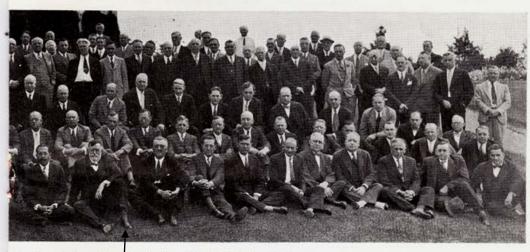
Golf, Baseball and Trips to Dannemora and AuSable Chasm; Musical Programs by Railroad Songbirds Furnish Diversion.

that there was not a dangerous crossing in existence. When, however, the local share was shifted to the carriers all crossings immediately became "death-traps" of the worst sort. As a result, the Delaware and Hudson is faced with the necessity for spending some 7 millions on crossing projects, from which investment it may expect a return of 1.5 percent, whereas, if a similar amount was available for grade reductions on the Pennsylvania and Susquehanna divisions it would earn 10 percent through operating economies.

The President spoke also of the Delaware and Hudson plan for modernization of shops, not over \$100,000 to be spent for new machinery annually in order to avoid having to lay off any men employed in the shops. That the introduction of new machinery has benefitted the workman as well as the management is shown by increased earnings.

The "elastic day" and the new plan for paying train service employees on a monthly basis were mentioned as steps taken to stabilize employment.

The use of heavier rails, treated ties, manganese frogs, rock ballast, ballasted deck bridges and Sperry Car inspection for internal flaws in rails were (Continued on page 267)



icket Agents' Association, Hotel Champlain, Bluff Point, N. Y., 1932

President L. F. Loree

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Agents' Silver Jubilee

(Continued from page 265)

referred to as reducing expense of maintenance and increasing safety of operation.

The principal job, however, is increasing the thermal efficiency of the steam locomotive. Higher boiler pressure, feed-water heaters, superheaters and other apparatus are now in use on our experimental power and a 4-cylinder, triple-expansion freight locomotive carrying 500 pounds boiler pressure is now under construction. Although other devices such as forced draft and its resulting decreased cylinder back-pressure, and economizers for extracting more heat from flue gases have not yet been resorted to, the efficiency of Delaware and Hudson engines has been increased from about 7 percent, for those using saturated steam, to 10.2 percent in Locomotive 1402, and 14 percent calculated for Locomotive 1403, now building. There is the further possibility of increasing this to a maximum of about 18 percent, comparing favorably with the 25 percent now possible in stationary practice which is free from the space and weight limitations imposed on the locomotive.

Thus an increase in efficiency of 125 percent is possible in the case of many steam locomotives still in service, whereas electric operation from hydroelectric plants is said to be achieving an efficiency of 94 percent, thus leaving very little room for improvement and the cost of such installations is known to be tremendous.

Stressing the importance of the growth of the port of Albany, PRESIDENT LOREE stated that 50 vessels had docked at the Port in the first seven months of 1932, compared with 11 during the corresponding period last year. In view of this it seems incredible that anyone should think of promoting an enterprise that will shift this advantage to a foreign port. Power transmission losses make it impractical to attempt to distribute any hydro-electric power which may be made available, as proven by the ghastly failure at Muscle Shoals.

In addressing the final session of the meeting, PRESIDENT LOREE spoke on "The Point of View."

Illustrative of the development of the railroads' capacity he said that in 1750 a pack-horse weighing 1.125 pounds could carry a load of 224 pounds an average of 25 miles a day in level country whereas he could pull in a cart 1904 pounds of coal. Operation on wooden rails permitted the load to be increased to 4,704 pounds while with the addition of iron plate rails 5.936 pounds, and with iron wheels and axles, the cart having now become a car, 9,400 pounds could be hauled in the year 1767.

With the coming of the steam engine a 6-ton locomotive early in the 19th century could do the work of 41 horses. The Delaware and Hudson's James Archbald with a tractive effort of 75,000 pounds is equivalent to 165,000 horses. Where the horse could carry but one-fifth of its own weight the James Archbald can haul a load 23/4 times its weight, and at an average speed many times greater.

Speaking of the political situation, PRESIDENT LOREE pointed out that taxes and wages are now out of proportion to other items. Railroad wages are now 118 percent higher than in 1913, although the cost of living is now only 32 percent greater than in 1913.

At the bottom of our present difficulty is the political situation and the attitude of our government. Describing the politicians' position as most unhappy, due to poor pay, inadequate preparation, etc., PRESIDENT LOREE said they have climbed into office on the shoulders of the railroads which have been as badly treated as the American Indian by the United States government. Whereas Management needs support, rewards and sustainment the whole body of railroad legislation is a reproach to a free country. In closing, after enumerating several political reforms necessary for the good of

the country, PRESIDENT LOREE said, "Our practice is to ignore principles and look only to expediency. Persisted in, it will bring us to ruin."

COLONEL J. T. LOREE, Vice-President and General Manager opened the first session of the meeting, welcoming the agents in behalf of The President and Board of Directors. He then turned the meeting over to Edward Martin, President of the Agents' Association, who expressed the thanks of the Agents and called on Secretary J. F. Costello for his report which was accepted as read.

W. J. COUGHTRY, Recorder, presented "A Brief History of the Railroad," and F. L. DANFORTH, Auditor of Disbursements, spoke on "Disbursement Accounting."

F. W. LEAMY, Vice-President, expressed the hope that the long period of distress through which we are passing may restore a proper perspective and show the folly of chasing rainbows in the expectation of finding riches quickly.

Turning to the political phase he said, "One of our great burdens is the rising trend of governmental cost. As citizens and as tax payers, I cannot stress too strongly the necessity for the election of men who will be careful in respect to expenditures."

After detailing some of the Delaware and Hudson's difficulties and explaining the interdependence of railroading, industry and agriculture, MR. LEAMY said, "There is no remedy in the hands of the Government; the people alone are responsible."

Referring to truck competition, which at the present time is seriously affecting the railroads, he pointed out that, to replace the railroads with 5-ton trucks averaging 16,000 miles per year we would require 5,600,000 such vehicles, with as many drivers. This number of trucks would form a solid line 27,000 miles long so that it is obvious that the railroads are bound to stay in order to meet the physical requirements of the country.

MR. LEAMY complimented the agents on their record for the past year during which 416 audits by traveling auditors had found station accounts in balance in every instance. Uncollectable items, and loss and damage claims showed improvement over the preceding years.

Summing up the financial problems of the carriers, MR. LEAMY said that, nevertheless, the future seems more hopeful, though the upturn will be very slow. "It is essential that everyone put his shoulder to the wheel and produce a maximum of efficiency at a minimum of cost," he concluded.

Entertainment features included vocal numbers by the Delaware and Hudson "Songbirds," and

baseball games between a team of Delaware and Hudson employees and Guy's Club of Plattsburgh.

Golf tournament results were as follows:

OFFICIALS' HANDICAP

- 1 A. W. ACKLEY
- 1 J. T. HAYDEN*

AGENTS' HANDICAP

- 1 L. F. WELLER
- 2 J. J. McNulty
- 3 E. R. HAYES

AGENTS' CLOCK

- 1 O. B. ROMICH
 2 F. R. ROBERTS
 2 J. E. LOFTUS*
- 3 J. H. WILD

AGENTS' COURT

- 1 S. H. MOSIER
- 2 L. D. JONES
- 3 H. B. CARTER
- (* Indicates tie).

2333

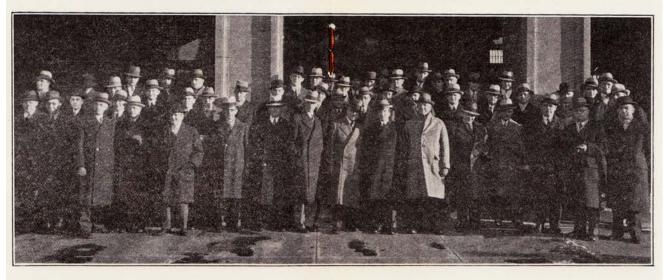
D&H Traffic Men Meeting

On January 6-8, 1931, inclusive, the full strength of the D&H Traffic Department's General Agents and traveling men assembled in Albany for a three-day conference. Just as with the meetings of the D&H freight and traffic agents that we looked at in Section 2332, this meeting of the Traffic Department's General Agents and traveling men was, in effect, and educational/recreational meeting, that not only helped to develop a strong sense of team spirit among these agents but also made them better spokesmen for the D&H as they interacted with the public in the course of their day-to-day jobs as D&H employees. It was a win/win situation for all concerned: the agents felt good about themselves and their jobs and performed their jobs better because of these seminars, the profits of the company were increased because these agents were better spokesmen for the company. The Traffic Department's General Agents and traveling men could not help but see themselves as strong company assets. The quality of their job experience was increased, the quality of their lives was increased.

A report on that meeting in Albany, January 6-8, 1931, titled "Traffic Men Meet in Albany" was published in the February 1, 1931 issue of *The Delaware and Hudson Railroad Bulletin*, pp. 40-41. Here is that article:

Traffic Men Meet in Albany

Visit to the Fast Developing Port Features Three Day Meeting of "Business-Getters"



Delaware and Hudson Traffic Men at Albany Meeting

P OR the first time in the history of the Company the full strength of the Traffic Department's General Agents and traveling men assembled in Albany for a three-day conference. January 6-8, inclusive. Including the officials from the Albany offices the assemblage totalled nearly 60 men.

A luncheon at the DeWitt Clinton Hotel on the first day of the meeting, and an inspection trip to the Port of Albany on the following day, were among the outstanding events of the session.

COLONEL J. T. LOREE, Vice-President and General Manager, addressed the Traffic men, giving a very interesting and instructive talk. He also attended the luncheon at the DeWitt Clinton, as did H. F. BURCH, Assistant General Manager, and G. D. HUGHEY, Superintendent of Transportation.

Prior to the visit to The Port, Hon. Peter G. Ten Eyck. Chairman of the Port of Albany District Commission, gave a very interesting talk on its development to date, and future traffic possibiities. Chartered buses then conveyed the party to the scene of the activity. Here they were met by E. P. Goodrich, Consulting Engineer for the Commission, who accompanied them on their inspection of the facilities, fully explaining details of the development and operation.

The business sessions of the conference were presided over by C. E. ROLFE, General Traffic Manager, and J. E. ROBERTS, Assistant General Traffic Manager. The large variety of subjects docketed for consideration gave the men of each district an opportunity to discuss their particular problems in relation to those of the others attending the conference.

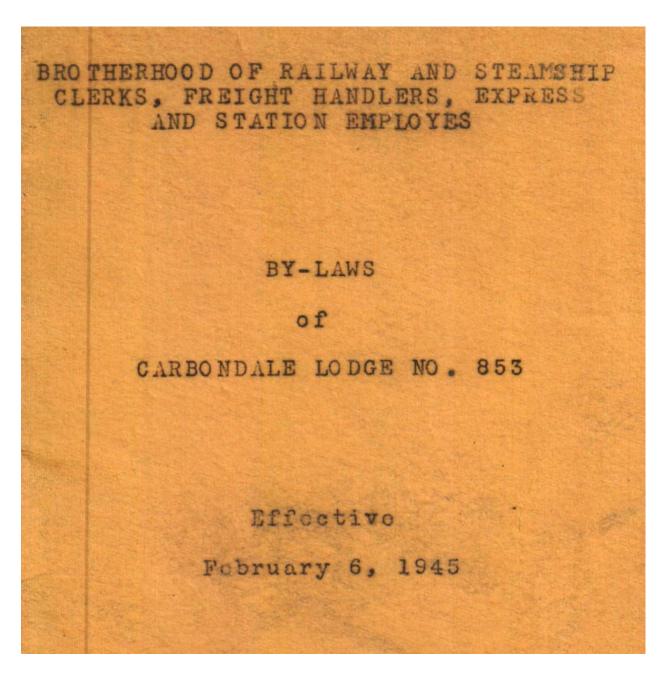
The meeting closed with a unanimous expression of opinion that it was the best ever held, the traffic men returning to their various fields filled with new vigor and enthusiasm.

"The meeting closed with a unanimous expression of opinion that it was the best ever held, the traffic men returning to their various fields filled with new vigor and enthusiasm."

2334

Other D&H Organizations

There was an organization known as the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees, with Carbondale Lodge No. 853. A copy of the By-Laws of the Carbondale Lodge No. 853, dated February 6, 1945, is in the holdings of the Wayne County Historical Society, where the author scanned that copy on February 17, 2018. Here are those by-laws:



ARTICLE I

NAME

Section a. This Lodge shall be known as Carbondale Lodge No. 853 of the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employes.

ARTICLE II

ELIGIBILITY

Section a. All white persons,
male or female, of
good moral character, who have
actual experience as Clerks or
other Office Employes, Freight
Handlers, Ticket Sellers, Baggagemen or other Station Employes,
Train and Engine Crew Dispatchers,
Callers, Storehouse or Storeroom
Employes and all others coming
under the scope of our Agreement.

ARTICLE III OBJECT

Section a. The object of the Lodge is and shall be to handle all matters regularly and properly brought before it, handle and endeavor to adjust all grievances that may be referred to it in a proper manner, act in an advisory capacity to all members thereof coming under its jurisdiction, and to do everything in its power to advance the welfare and protect the interests of its members.

ARTICLE IV

MEETINGS

Section a. This Lodge shall meet in regular session on the first (1st) Tuesday after the first (1st) Monday of each month at 8:00 P.

Section b. Special meetings of the Lodge may be called by the President of the Lodge or upon written request of not less than ten members of the Lodge in good standing.

Written request for a Section c. special meeting shall be served upon the President of the Lodge and he shall then confer with the Secretary in regard to arranging for the posting of notice of such meeting on all Bulletin Boards for a period of not less than five (5) days prior to date of such meeting. Only such matters or business as set forth in the written request for a special meeting will be discussed. Should the Prosident fail or docline to issue the call for a special meeting when request is made in accordance herewith, the Vice President shall · issue the call and if he fails or declines to issue the call, the Cahirman of the Board of Trustees shall issue the call. Upon failure or refusal of the last named to issue the call, the matter should then be referred to the Office of the Grand President for proper handling.

Section d. Ten members of the Lodge in good standing shall constitute a quorum for the transaction of business.

OFFICERS

Section a. The elective Officers of the Lodge shall be those set forth in Articles thirty-six (36) and Forty-four (44) of the Grand Lodge Constitution and By-Laws. Their terms of office and duties shall be such as set forth in said Articles.

ARTICLE VI

REVENUE

Section a. The initiation fee of the Lodge shall be five (\$5.00) dollars for any employe with less than six (6) months seniority. Applicants with more than six (6) months seniority shall pay an initiation fee of ten (\$10.00) dollars.

Section b. Any member having been suspended for non-payment of dues may be reinstated at the discretion of the Lodge upon rayment of all dues for the entire

poriod of suspension, or reinstatement fee of one and one-half times the regular initiation fee.

Section c. The amount of dues to be charged by this Lodge shall be two (\$2.00) dollars per month, subject to change only upon approval of the Grand President

ARTICLE VII

SALARIES AND EXPENSES ..

Section a. The Chairman of the Local Protective Committee shall be paid eight.
(\$8.00) dollars per day for each day worked for the Local Lodge and in addition thereto shall be allowed necessary expenses incurred while working for or in behalf of the Lodge in such capacity.

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the Presiding Officers

ARTICLE VIII

AMENDMENTS TO BE A BELTON

Section a. These By-Laws may be amended at any regular or special meeting of the Lodge by a two-thirds majority of the members present. Such amendment shall be read at the following regular meeting and adopted on the third reading. Any and all amendments are subject to the approval of the Grand President.

Section b. Any action of the Grand
Lodge altering these ByLaws shall have the effect of an
amendment wintout further action of
the body adopting them. Any Article
or Section of the By-Laws requiring
temporary suspension for the purpose
of acting upon a suspension granted
by the Grand Lodge or its proporly
authorized Officers, shall, without
further action of this body be considered temporarily suspended. All
proposed amendments to these By-Laws
in conflict with the Grand Lodge are
void, and shall be declared out of
order by the Presiding Officers.

Section c. These Laws shall become effective upon approval by the Grand President but not before February 6, 1945.

ARTICLE IX

ORDER OF BUSINESS

Section a. The order of business of this Lodge shall be as set forth in the Ritual.

Section b. Robert's Rules of
Order shall be the
recognized guide of this Lodge
where the Constitution and ByLaws of the Grand Lodge or the
By-Laws of this Lodge do not
govern.

BY-LAWS-COMMITTEE

s/ D.E. Atkinson, Chairman

s/ Andrew T. Gavin, Member

s/ Claude L. Rehkop, Member

ATTEST:

s/ Andrew T. Gavin, Sec'y.

APPROVED:

s/ Michael A. Brown, Pres.

APPROVED:

s/ Geo. M. Harrison Grand President

Dated January 11, 1945.

There were also other veterans-type organizations of former D&H employees who met over the years in social situations. In Albany, for example, there was an organization known as *The Forty-Year Club*. On February 20, 1925, that group met in the R. R. Y. M. C. A. in Broadway, in Albany. Fourteen members, their wives and others from their immediate families, as well as a large number of friends, were present at the meeting. Here is the write-up of that meeting that was published in the March 15, 1925 issue of *The Delaware and Hudson Company Bulletin*, page 15:

Forty-Year Club Entertains

By J. T. CONNERS

THE postponed meeting of the Forty-Year Club, an informal association of Delaware and Hudson Veterans, was held at the R. R. Y. M. C. A. rooms in Broadway, Albany, N. Y., Friday evening, February 20, and was attended by fourteen members, their wives and others from their immediate families, as well as a large number of friends.

L. F. Perry, assistant to the general traffic manager, was master of ceremonies, and, at the beginning, outlined briefly the objects of the club and talked enthusiastically of its plans for the future. In doing this he mentioned the fact that the veteran was much better provided for now than was the case fifteen or twenty years ago and stressed the policy of the present Management in safeguarding the future of the widows and children of employes through its liberal plan of Group Insurance. Edward and Harry Laperche, the former assistant supervisor of wages and working agreements, then delighted all with vocal and instrumental selections.

SMITH PHILLEY, agent at Glens Falls, who was to have given a talk on the pilgrimage made by the club last fall, was unable to be present on account of illness, and F. E. Vosburgh, agent at Albany, moved that the secretary be instructed to tender him an expression of sincere regret at his enforced absence.

W. J. Coughtry, who made the first annual pilgrimage, recounted some of his impressions of that delightful sojourn in historic Adirondack country, interjecting a few personal reminiscences that were very amusing, indeed. He spoke of the valorous deeds of Martin Kane, superintendent of the General Office Building at Albany, while at Bloody Pond, and of the Patrick Henry attitude of W. E. Anderson, assistant engineer, who was evidently much inspired by the surroundings, as he vividly portrayed numerous battles in which he might have been engaged had he been on the spot at the time.

The Rev. Dr. Harmon of Ticonderoga was the next speaker introduced. He was accorded a most royal welcome because of the many courtesies he had extended the members of the club when they passed through his historic village last fall. With splendid tact he carried his hosts on a descriptive tour to Quebec.

Up where the tall trees proudly lift Their tops to the azure sky And changing shadows idly drift In the limped lakes nearby,

Through scenic beauty, among quaint environs and ancient buildings, each picture unfolding new delights and interesting sights, he conducted his "party" with such preciseness that it was al-

15, 1925

most possible to sense these surroundings in all their realness. His was a most delightful and instructive entertainment.

The reception committee for the evening included W. E. Anderson, D. F. Wait, F. E. Vosburgh. J. T. Conners and J. L. B. Sunderlin.

An organization known as the "Get Together" Association was organized by Saratoga Division employees. On November 7, 1929 the tenth annual Get Together was held in the Masonic Temple, in Broadway, Saratoga. The more than 500 Saratoga Division employees and their friends present unanimously agreed that this was the most successful Get Together ever held.

Here is the write-up ("Tenth 'Get Together' at Saratoga Was Most Successful Ever Held"), with group photograph, that was published in the December 1, 1929 issue (pp. 360-361, 366) of *The Delaware and Hudson Company Bulletin:*

Tenth "Get Together" at Saratoga Was

More Than Five Hundred Saratoga Division Employes and Their Friends Attended the Tenth Annual M.

Opinion Unanimous That This Was the Largest and Most

ERE'S Number Ten, "Going Fine"
Like D. & H. Ten we're "Right on Time"

We're growing fast, we're ten years old,
And like a kid We're Getting Bold.

And like a kid, We're Getting Bold; We demand that you enjoy the night, And know that you'll find everything right.

And know that you'll find everything right.

Don't wait for introductions, just say "Hello," and grin,

Watch the other people, see the fun begin. Saratoga Division folks are congenial, jolly, and true,

And that's just what we're demanding of You.

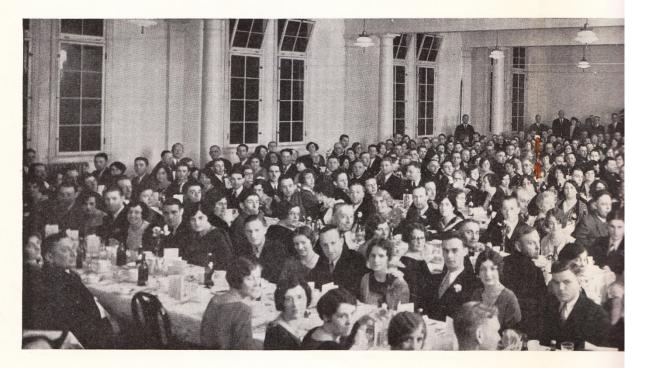
Mingle and mix, everything will be fine,

We're out for Success for Nineteen Twenty Nine. Those who were present at the Get Together will readily recognize the above; for the benefit of the remainder of our readers we shall identify it as the verse which appeared on the cover of the program of the afternoon and evening's entertainment. No better medium than this could be employed to describe the aim of the "Get Together" Association, and this object was attained at this, their Tenth Annual Meeting.

This year the Get Together was held in the Masonic Temple, in Broadway, Saratoga, Thursday, November 7. The program opened with games of bridge, five hundred, and euchre in the afternoon. During the afternoon and early evening a pleasing musical program was rendered by Howland's Orchestra of Mechanicville. This



group a ment ar arrival began to in auto enthusia When hall we each rec were pr stick, in men re The tab hall, we chrysant



360

Saratoga Was Most Successful Ever Held

iends Attended the Tenth Annual Meeting of the "Get Together" Association, in Masonic Hall, Saratoga; at This Was the Largest and Most Successful Affair of All

Together he benefit il identify cover of ning's enthis could the "Get t was atting.

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Id in the ra, Thursmed with the in the arly evenndered by lle. This



group also furnished the music for the entertainment and dance during the evening With the arrival of train No. 5 from Albany, more guests began to appear for the dinner. Others arrived in automobiles and the gathering assumed the enthusiastic aspect of former years.

When all had arrived, the doors to the banquet hall were thrown open and the guests filed in, each receiving a favor upon entering. The ladies were presented with a triple compact, with lipstick, in a neat dresser box to match. The gentlemen received attractive pearl handled knives. The tables, which ran in long lines across the hall, were attractively decorated with roses, chrysanthemums, and pom poms. The stage, on

which the entertainers were seated, was decked with palms and flowering plants.

While the banquet was being served, the guests were entertained by the Car Department Entertainers under the direction of Charles Ruhtz, accompanied by Morris Hoffman at the piano. Fourteen acts were presented by the group, all of whom were either employes of the company or their children. The program included vocal solos by Nelson Green, Miss Grace Heffern, Dan Connell, Jimmy Britton, Charles Ruhtz, Peter Heffern, Eddie Dillon, Paul Clickner, and William O'Brien. Miss Heffern, a tiny tot, was dressed in a long blue dress, with a pink bonnet to match. The agent at Wolf Creek, in the person

(Turn to page 366)



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"Genth " Get-Together "

(Continued from page 361)

of WILLIAM McDermott, insisted that the program was not sufficiently up to date, so he proceeded to liven things up with a song and dance act

Another specialty act, presented by the Keefe Trio, composed of the two sons and a daughter of John Keefe, was enthusiastically received by the audience. The boys were dressed in black jackets, white trousers, and black stove-pipe hats, while the girl wore a long pink dress with gold slippers. Their singing and clog dancing were excellent.

Again this year the Hancox Brothers, banjo experts, accompanied by Irving Rosenholtz, presented several well executed numbers. Margaret Heminway, daughter of T. A. Heminway, announced the numbers as they were presented, and gave an exhibition of clog dancing which was enjoyed by everyone. The Delaware and Hudson quartette, composed of Messrs. Heffern, Clickner, Ruhtz, and Keefe, again delighted the guests with their singing.

The final number on the program, a parody on the song "Together", was sung by the entire company and the audience. The program of entertainment, as well as the banquet itself, surpassed all previous efforts.

At the conclusion of the banquet a short intermission followed while the hall was being cleared for the dancing which continued until 1 A. M. following the Grand March, which was led by SUPT. J. E. FAIRHEAD and Mrs. A. O. Lee. During the intermission a special program of tap dancing was presented by Miss Florence Dolan, of Troy, an old friend of Get Together goers.

To simply say that the get together idea is still "Going Fine" would not do justice to the affair this year. Over five hundred persons were present and everyone had a most enjoyable time.

Awards were made to the card players as follows:

Bridge—Mrs. A. Caliconi, Glens Falls, a console set; Mrs. McKeon, Troy, a bridge set; F. J. Cassidy, Troy, a silk scarf; J. T. Hayden, Cohoes, a cigar lighter.

Five Hundred—Miss Gertrude Bodkin, Mechanicville, one-half dozen silk handkerchiefs; Mrs. F. Wehmeyer, Green Island, a sugar and cream set; C. M. Acker, Watervliet, a silk umbrella; and H. T. Butler, one dozen handkerchiefs.

Euchre-Mrs. Agnes Dolan, Green Island, a bed spread; Miss Viola Winnie, Mechanicville, an atomizer and perfume set; O. J. LaPaugh, Cohoes, alarm clock; Mr. McInall, Saratoga, collar and cuff link set.

The members of the committee whose efficient handling of all arrangements contributed so greatly to the success of the event were: C. H. Kemp, Chairman, C. W. Anthony, Secretary and Treasurer, J. T. Hayden, F. B. Kelley, L. G. Nichols, J. A. Doherty, C. M. Acker, E. Mitchell, F. Barney, S. H. Mosier, W. H. Hyde, J. T. Quinlan, M. Jensen, W. H. McInall, J. D. Curtis, P. A. Hannan, E. E. Long, H. G. Stevens, A. D. Wagar, V. C. Winney, N. P. Benway, G. H. Bonville, J. J. Hayes, and W J. Schramm.

An organization known as the *Delaware and Hudson Railroad Club, Pennsylvania Division* hosted its Fourth Annual Dinner and Dance at Hotel Casey in Scranton, PA on January 29, 1930. The affair was regarded by all as the most successful gathering ever of the group.

The toastmaster was H. N. Atherton, Yardmaster, Green Ridge, and President of the D&H Veterans' Association. The speakers were G. D. Hughey, Superintendent of Transportation, and J. E. Long, Superintendent of Safety.

Following the program, "in a twinkling the banquet hall was transformed into a ball-room. . . The dancers whirled and pivoted about until it was time to hustle for the special train scheduled to leave for Carbondale at 1:45 A.M."

The committee in charge of the event: N. S. Burns, Chairman; H. N. Atherton, Toastmaster; D. J. Buckley, Tickets and Press; J. W. Howard, Entertainment; M. J. McDonough, Floor; J. J. Brennan and W. F. Reidy, Reception.

Here is the article about the event that was published in the February 15, 1930 issue (pp. 56-57, 61) of *The Delaware and Hudson Company Bulletin:*

Fourth Annual Dinner A F

Guests and Members of Delaware and Hudson Railroad Club, Pennsylvania Division, 250 Strong Surpassing All Their Previous Gathering

WHETHER it was the delicious roast turkey dinner, the heauty of the ladies in attendance, the delight of dancing to the varied rhythm of an excellent orchestra, the brief, snappy program of after dinner speeches, or the general "Old Home Week" air of good-fellowship, which was responsible for the success of the Fourth Annual Dinner and Dance of The Delaware and Hudson Railroad Club, Pennsylvania Division, is a matter of personal opinion. Probably it was the co-ordination of all of these varying factors which made this, by popular vote of those attending the affair, held in the Hotel Casey, Scranton, January 29th, the most successful gathering of the sort yet held.

One of the speakers commented on the fact that the delightful array of femininity before bim, as he sat down to dinner, "looked good enough to eat". Then he added, reminiscently, "And how they did eat!" But the indulgence of a healthy appetite was only natural under the circumstances, everything from the fruit cocktail to the ice cream and coffee being extremely palatable and served with machine-like precision and no "slow-orders".

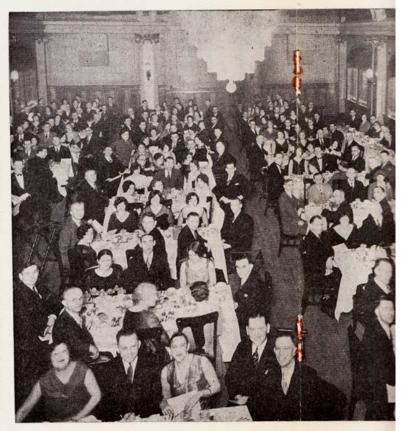
After the singing of America, the flashlights boomed, "Tommy" Murrily, Assistant Road Foreman of Engines, led the singing of There'll Be a Big Time Tonight, and the fun was on. Under the leadership of Jack Walsh, who contributes annually to the success of the affairs, song followed song until practically every "celebrity" present had done his vocal bit.

An outstanding feature was the manner in which certain of his friends attempted to "put one over" on F. L. HANLON, Supervisor of Wage and Working Agreements, and the adroit way he turned the tables to prove they were "Far, Far Away", until singers and orchestra reached the limit of their endurance, while Mr. HANLON beamingly announced his willingness to continue indefinitely.

When the celebrated Pike County Quartet was called, some seventeen or twenty-one young men (depending on who counted them) ranged themselves about the piano for a rendition of Sureet Adeline. As the official program had listed spec-

ial features by the Delaware and Hudson "Songbirds" this must have been their act. From the way they "rended" poor "Adeline" ("vivisected" would describe their action more accurately) perhaps "song-birds" was a misprint, for they certainly "murdered" the song, to the great amusement of all.

Later in the program the Pike County Quartet, MESSRS. CLUNE, CANTWELL, McDONOUGH, and MURPHY, did full justice to the harmonious number. After the cigars high green Rid Hudson V troduced brief with ceptive m G. D. I tion, mad kept his I humor for



ial Dinner A Huge Success

th, Pennsylvania Division, 250 Strong, Enjoy Banquet and Dance at Hotel Casey, Scranton, assing All Their Previous Gatherings

"Songom the ("viviaccurint. for e great

martet, n, and is numAfter the chairs had been pushed back and the cigars lighted, H. N. ATHERTON, Vardmaster, Green Ridge, and President of The Delaware and Iludson Veterans Association, as toastmaster, introduced the speakers of the evening with a few brief wittieisms which put the listeners in a receptive mood mentally.

G. D. Hughey, Superintendent of Transportation, made a short but humorous address which kept his hearers in an uproar. Laying aside the humor for a few moments, he spoke seriously of the present business outlook and the recent decline in railroad earnings. Quoting from current utterances of one of the laders in railroad circles, Mr. Hugher remarked that it is easy for us to get along when times are prosperous and hard when they are not as good. The things necessary to get us by in such times as we now face are (1) intelligent self-interest plus (2) teamwork plus (3) common sense.

J. E. Long, Superintendent of Safety, after humorously alluding to certain of Mr. Hughey's friendly jibes, stated that he had a serious subject which must be treated in a serious manner. Taking as his "text" the verse:

"If you're always taking chances
As you journey through the land,
You'll be waking up some morning
With a lily in your hand."

Mr. Long traced the progress of Delaware and Hudson Safety work from 1918, when the present Department was organized, to date, pointing out that an improvement of approximately 75% had been made in that period,

Stressing the fact that there is no beaten trail to Accident Prevention, but that it requires properly directed individual effort and the vigilance and cooperation of all supervisors and workmen, Mr. Long showed how everyone benefits by the prevention of accidents. "Safe Operation is the only efficient method of operation," he added.

The railroads of the United States, Canada, and Mexico are all pledged to effect a 35% reduction in accidents during 1930, and as our past showing has not been one at which to point with too much pride, all employes are requested to put their shoulders to the wheel so that our position near the head of the list of railroads which were successful in Accident Prevention, will be assured.

In closing his remarks, Mr. Long asked everyone to adopt as a motto for the year, "Make Each Day Safe," in which case the weeks, the months, and the years will take care of themselves. Having pioneered in so many of the other phases of railroading, The Delaware and Hudson

(Turn to page 61)



Fourth Annual Dinner

(Continued from page 57)

should not be allowed to lag behind in the matter of Accident Prevention.

After thanking Messrs. Hughey and Long in behalf of the assemblage, Mr. Atherton suggested an adjournment while the floor was being cleared for dancing. In a twinkling the banquet hall was transformed into a ball-room. Gavin Burt's troubadours, who have earned a permanent place at these gatherings, proceeded to fill the night with music. The dancers whirled and pivoted about until it was time to hustle for the special train scheduled to leave for Carbondale at 1:45 A. M.

Many regrets that such events could occur but once a year were voiced by the merrymakers, so enjoyable had the events of the evening proven. The smoothness with which the program was carried out may be attributed to close attention to the arrangement of every detail by the committee in charge. The members were:

N. S. Burns	Chairman
H. N. ATHERTON	Toastmaster
D. J. BUCKLEY	Tickets and Press
J. W. HOWARD	Entertainment
M. J. McDonough	Floor
J. J. BRENNAN	Reception
W. F. REIDY	Reception

The Fifth Annual Dinner and Dance of Delaware and Hudson Railroad Club, Pennsylvania Division took place in the Crystal Ballroom at Hotel Casey in Scranton, January 28, 1931.

"Nothing could have been more appropriate," we read in "Railroaders Dine and Dance at Scranton" (*The Delaware and Hudson Company Bulletin*, March 1, 1931, pp. 72-73, 76-77), "than the manner in which the Fifth Annual Dinner and Dance of The Delaware and Hudson Railroad Club, Pennsylvania Division, was launched on its merry way with the singing of *Keep the Home Fires Burning* by The Hudson Coal Company delegation, including Mr. G. B. Fillmore, General Sales Agent of that company and guest speaker of the evening."

The affair took place in the Crystal Ballroom of the Hotel Casey in Scranton. The gathering was called to order by President J. W. Howard. Speakers included: J. E. Long, Superintendent of Safety; G. D. Hughey, Superintendent of Transportation; and G. B. Fillmore, General Sales Agent of the Hudson Coal Company.

Following the turkey dinner banquet, the ballroom was cleared and dancing and cards were enjoyed until 1 A. M. The attendance, 267, made the gathering the largest and most successful yet held by the Railroad Club. The committee under whose direction the affair was so successfully carried out consisted of N. S. Burns, J. W. Howard, P. B. Ryan, W. F. Reidy, M. J. McDonough, J. J. Brennan, and H. N. Atherton.

Here is the complete article about this dinner and dance from *The Delaware and Hudson Railroad Bulletin*, March 1, 1931, pp. 72-73, 76-77:

Railroaders Dine and Dance at Scranton

Pennsylvania Division Railroad Club and Guests Enjoy Mr. G. B. Fillmore's Discussion of "Changing Markets for Anthracite" Following Turkey Dinner Attended by 267 Members and Their Friends at Hotel Casey, January 28th



OTHING could have been more appropriate than the manner in which the Fifth Annual Dinner and Dance of The Delaware and Hudson Railroad Club, Pennsylvania Division, was launched on its merry way with the singing of Keep the Home Fires Burning by The Hudson Coal Company delegation, including MR. G. B. FILLMORE, General Sales Agent of that company and guest speaker of the evening.

The Crystal Ballroom of the Hotel Casey, Scranton, presented a kaleidoscopic picture of shifting colors and high lights, while GAVIN BURT'S Troubadors filled the air with melody during the entire evening. Bursts of song, led by various and sundry individuals of note, mingled with the courses of the roast turkey dinner which was a delight to the most epicurean palate, until President J. W. HOWARD called for order so that he might extend a welcome to all in behalf of the club, briefly outlining the scope of its activities.

He then called on J. E. LONG, Superintendent of Safety, who recalled how he had addressed the same gathering last year, appealing for support in the successful completion of the campaign for a 35 per cent reduction in

accidents during the seven-year period closing with 1930. MR. LONG expressed his pleasure at the Delaware and Hudson's record, a 60 per cent reduction in employee fatalities and a 65 per cent reduction in employee injuries as compared with 1923. He asked continued co-operation of all in the attempt to reach the new goal which has been

Railroaders Dine and D

Pennsylvania Division Railroad Club and Guests Enjoy Mr. G. B. Fillmann Following Turkey Dinner Attended by 267 Members and T



set, a further reduction of 33 per cent by 1933, not just to make new records, but to save lives, limbs, and broken homes.

Superintendent of Transportation G. D. HUGHEY spoke next, expressing in a few well chosen words his pleasure at being "back here."

MR. FILLMORE prefaced his discussion of

and Dance at Scranton

Mr. G. B. Fillmore's Discussion of "Changing Markets for Anthracite"
Members and Their Friends at Hotel Casey, January 28th



"Changing Markets for Anthracite" by an expression of appreciation of the co-operation given The Hudson Coal Company by the Delaware and Hudson employees. Because of it, anthracite now moves from the mines to the markets in 50 per cent of the time required but a few years ago.

In addition to benefiting by the splendid

railroad service, an improved quality of its product enables The Hudson Coal Company to compete successfully in the anthracite markets. Dealers are given good coal, quick deliveries, and better merchandising methods, including service men who show customers how to operate heating systems at maximum efficiency.

In discussing "Changing Markets," MR. FILL-MORE said:

"We are all concerned and disturbed by the many remarks concerning the inroads of 'competitive fuels,' which phrase has been so frequently used within the past three years as to over-emphasize the actual conditions. Despite the losses of the past, anthracite today is the predominating domestic fuel, not by a slim margin, but overwhelmingly in the lead.

"The population of the anthracite consuming territory is in the neighborhood of 40,000.000. These people consume each year, for warmth and comfort, the equivalent of 80,000,000 net tons. Of this immense total, about 60,000.000, or approximately 75 per cent, is anthracite. In other words, after the concentrated efforts of competitive fuels to supplant anthracite, especially since 1925, the total of

all such substitutes, (bituminous coal, coke, briquettes, oil, gas, and electricity) furnish heat and comfort to only 25 per cent of the total population of Northeastern United States. During this period, a re-awakened Anthracite Industry, through its new preparation plants, producing a superior

(Continued on page 76)

Railroaders Dine at Scranton (Continued from page 73)

quality of fuel, and through many sales and service engineers, has battled to a standstill each and every competitor and is now in a position to combat each one on a basis favorable to anthracite and not only to the retention of its markets, but the recovery of some of them.

"Bear in mind that, with the total of all other fuels serving less than 25 per cent of the market, these fuels always held over 10 per cent. of the domestic market in Northeastern United States, the actual gain being much less than generally estimated.

"The Anthracite Industry is not starting from scratch. It has a wonderful lead and is now prepared to well protect its position. Someone may ask, 'If this is so, why has the production of anthracite decreased from a normal (not including peak years) of 85,000,000 net tons to 70,000,000 net tons in 1930, a decrease of 15,000,000 net tons or approximately 18 per cent?'

"This decrease of 15.000,000 net tons was only partly lost to substitutes, as a careful survey of the market will disclose. In the past five years, buckwheat coal has practically become a domestic size, the increased sales of this one size for domestic purposes reaching approximately 4,000,000 tons in 1930. Unfortunately, this new market for 4,000,000 tons of anthracite competed against itself and eliminated the sale of 4,000,000 tons of larger sizes and, consequently, forced a decrease in production.

"A second factor, combustion service offered the consumer by nearly all anthracite merchants, has resulted in manifold economies and it is no exaggeration to state that the improved fuel, more efficient furnaces and the proper methods used in the burning of anthracite have resulted in a decreased market requirement totalling over one million tons.

"The automobile and the radio age introduced the partial payment plan, which made available these comforts of modern life to all people. It also forced many people to economize in other directions and helped to bring about the modern practices of hand to mouth buying. The manufacturers of automobiles and other luxuries have obtained more than their share of the consumer's dollar and, therefore, the fuel merchant has obtained less than his proportion of it, resulting in decreased tonnage of fuel consumed.

"The decided trend from single homes to apartment dwellings in the larger towns and cities has had a decidedly adverse effect on anthracite sales. It is estimated that the number of people living in multiple apartments has tripled in the past ten years. Most of these apartments are heated by central heating plants or by large individual power plants burning sizes of anthracite smaller than buckwheat, or. in many cases, bituminous coal. This trend has had an effect on the total sales of anthracite difficult to estimate.

"Lastly, the general business conditions in 1930 affected the anthracite market to a minimum extent of 3.000,000 tons.

"The above survey represents actual deflections of anthracite tonnage, which total 8 to 10 million tons, and even this large volume is a conservative estimate.

"To the man who is skeptical as to the future of anthracite, let him survey the decrease of our two most potent competitors, bituminous coal and coke, which two fuels accounted for 15.000.000 tons in the total of 80,000,000 tons required for the so-called anthracite territory of Northeastern United States.

"The smokeless bituminous coals of West Virginia, which have been a serious competitor to anthracite in many communities, show a decreased production from 57.289,000 tons in 1929 to 51,000,000 tons in 1930, approximately six-anda-quarter million tons, or 11 per cent. This decrease in domestic bituminous coal sizes of six-and-a-quarter million is twice as large as the total anthracite decrease.

"The most serious competitor of anthracite at the present time is coke. The production in 1929 was just short of 60,000,000 tons and in 1930, 48.300.000 a decrease of 12.000.000 tons or about 20 per cent. It should be explained in this connection that over 85 per cent of coke is used in the production of pig iron and sundry purposes and less than 15 per cent is available for the domestic market. It is also interesting to note that the stocks of by-product coke plants on hand January 1, 1931, were over a million tons greater than the stocks on hand one year ago and it is well to mention that the great increase is represented by the larger stock piles at non-furnace plants, which indicates stock piles that are sold as domestic fuel in competition with anthracite.

"In comparison with these two competitors, anthracite presents a cheerful picture and not a gloomy one.

"As regards another strong competitor of the past five years, oil, it is sufficient to say that the present automatic stokers for anthracite on the market have numerous advantages over oil and not only give the dealer a fair chance in competing with these fuels, but a decided advantage, because

the leading stoker manufacturer has not only replaced many oil installations, but also many gas burning heaters. Therefore, we can safely say that the anthracite dealer is in an advantageous competitive position to meet the requirements of those people who can afford and do demand automatic heat.

"It is true that gas also has been installed in many homes in the past few years, but certainly this fuel is only within the reach of the well-to-do. The projected natural gas lines, even if carried to all main consuming centers, will not be in a position to sell their product at any lower cost than the present by-product gas. Quoting the gas engineers of authority, 'they do not hope to make any real headway in selling gas to domestic consumers, because the price is and will be within reach of only a very small proportion of such consumers.' They do aim, of course, to supplant the heavy commercial demands of the local by-product companies, which will be to our advantage and not to our disadvantage.

"Reviewing then the future of anthracite, we see an industry that has faced decreased sales, due to many economic factors to a greater extent than the loss caused by inroads of competitive fuels. The picture is more favorable for the next few years and with the natural growth of the country, the sales of anthracite should not only hold the 1930 figure, but should show an upward trend."

Following the banquet the ballroom was cleared and dancing and cards were enjoyed until 1 a. m. The attendance, 267, marks the gathering as the largest and most successful yet held by the Railroad Club.

The committee under whose direction the affair was so successfully carried out consisted of N. S. BURNS, J. W. HOWARD, P. B. RYAN, W. F. REIDY, M. J. MCDONOUGH, J. J. BRENNAN, and H. N. ATHERTON.

Were there any reunions of D&H Canal employees/boat owners? We have never seen a reference to or an account of any reunions of D&H Canal employees/boat owners.

2335

Entertainment Potpourri

The Sciopticon, the Omnium-Gatherum, Entertaining at Home, Receptions, Stereocards, Boat Rides, and Cigars:

A wide range of entertainment options, all of which enriched the quality of daily life, were present in the nineteenth century. Most of them were available to all. Some were available by invitation only.

The Sciopticon:

Philadelphia functioned as the center of the American photographic and lantern-slide industries for several decades in the nineteenth century. Optician Lorenzo J. Marcy patented a series of improvements on the magic lantern in the late 1860s, then moved from Newport, Rhode Island, to Philadelphia. There he marketed his sciopticon, a double-wick magic lantern projector that burned kerosene oil and generated a stronger light (as much as ten times the brilliance) than previous oil-burning projectors. Small and inexpensive (forty-five dollars), it enjoyed considerable popularity.

On Friday, December 13, 1872, the Rev. Mr. Van Syckel, using a sciopticon, offered the citizens of Carbondale an exhibition of various scenes, accompanied with an oratorical explanation. Here is the announcement of his presentation that was published in the *Carbondale Advance* of December 7, 1872, p. 3:

"Sciopticon. / A very agreeable entertainment is offered to our citizens by an exhibition of various scenes, accompanied with an oratorical explanation. The Rev. Mr. Van Syckel, who is to deliver this Lecture, is now interested in a church at Gibson, in Susquehanna county, and devotes all the proceeds to the aid of the people there, in building their church. We learn that Mr. Van S., had appointed Monday evening, the 16th for this entertainment, but as the Hutchinson Family have the Hall on that evening, he has been offered the use of it on Friday evening, 13th. Such exhibitions furnish a very agreeable solution to the problem, how to unite pleasure with instruction." (Carbondale Advance, December 7, 1872, p. 3)

The Omnium-Gatherum:

J. T. Yarrington, of Carbondale, originated a new game for young people "for parties and the social circle" called the Omnium-Gatherum. About the Omnium-Gatherum, we read the following in an article from the *Wyoming Valley Journal* that was reprinted in the *Carbondale Advance* of May 4, 1872, p. 4:

"[From the Wyoming Valley Journal] **OMNIUM-GATHERUM.** /Our energetic young friend, Mr. J. T. Yarrington, of Carbondale, who is so well and favorably known by his writing, and as a successful reformer in the temperance ranks, has originated a new Game for young people, styled THE OMNIUM-GATHERUM, which he had copy-righted according to legal process of law, and which is destined to become immensely popular among the boys and girls of our country. / This pleasing Game is simple, easily understood by all, highly entertaining, and will, we opine, wear well with youth and children. Even middle-aged and elderly people have been known to participate with 'young America,' around the fireside, in the hearty enjoyment of the questions and answers found in THE OMNIUM-GATHERUM. / We admire the author's enterprise (in the manner of introducing his lively Game among the people,) as well and as readily as we acknowledge his genius in its admirable construction, compilation, and evident adaptation to the mirth-provoking qualities and fun-loving nature of all good boys and girls. . . / We advise all our young friends, everywhere, to send fifty cents, at once, for a copy of THE OMNIUM-GATHERUM, which is published in pamphlet form. . . " (Carbondale Advance, May 4, 1872, p. 3)

In an article that was published in the June 8, 1872 issue of the *Carbondale Leader* (p. 3), the editor notes that the Omnium-Gatherum "is a game very easily learned; very interesting, and has become vastly popular whenever it has been introduced." The Omnium-Gatherum was published in pamphlet form and was sold for fifty cents. Here is that article:

"We have examined Mr. J. T. Yarrington's 'most popular game of all, the 'Omnium-Gatherum,' and are well pleased with it. It is an amusement for parties and the social circle; and a funny and laugh-producing amusement it is. It is a game very easily learned; very interesting; and has become vastly popular wherever it has been introduced. Mr. Yarrington is deserving of much praise in bringing such an entertaining game before the young people of the country. The price of the Omnium-Gatherum, which is published in pamphlet form, is only fifty cents; a sum so small that almost every one can afford to buy one. Send for a copy to the author and publisher, J. T. Yarrington, Carbondale, Luzerne Co., Pa." (Carbondale Leader, June 8, 1872, p. 3)

Here is an ad that was placed in the *Carbondale Leader* of June 22, 1872 (p. 3) for Yarrington's *The Omnium-Gatherum:*

THE MOST POPULAR GAME

"THE OMNIUM-GATHERUM,"

an amusement for parties and the social circle.

BY J. T. YARRINGTON.

Fun for the boys and Girls.
Young and old delighted.
Try it and see.

tional Fireside Game, for the children, youth, and others—an interesting American Play for young people everywhere; continental in its character, a standard recreation for all (in the city and country), and extremely fascinating in its unique arrangement. Write and get one at once, and make everybody happy in the household. Price 50 cents each. Sent by mail, post paid. Young ladies and gentlemen, YOU ALL want this novel Game.

Address your orders to the author and pub-

J. T. YARRINGTON, CARBONDALE, Luzerne Co., Pa. Here is an ad for The Omnium-Gatherum that was published in the *Carbondale Leader* of March 8, 1873, p. 3:

THE MOST POPULAR GAME!

THE OMNIUM-GATHERUM!

An Amusement for Parties and the Social Circle. By J. T. YARRINGTON. Copyright Secured. Fun for the boys and girls. Young

and Old delighted. Try it, and see.

THE OMNIUM-GATHERUM is a new National Fireside Game, for children, youth, and others—an interesting American Play for young people everywhere; continental in its character, a standard recreation for all (in city and country), and extremely fascinating in its unique arrangement. Write and get one at once, and make everybody happy in the household.

Price, 25 cents each. Sent by mail, postpaid. Young ladies and gentlemen, YOU ALL want this novel Game.

Address your orders to the author and publisher,

J. T. YARRINGTON,

CARBONDALE, Luzerne Co., Pa.

Stereocards:

Stereocards are cards with a pair of photographs which give a 3-dimensional view when looked at through a stereoscope. These were popularly mass produced from the mid-19th century through the early 20th century, enjoying their greatest popularity about 1870-1920.

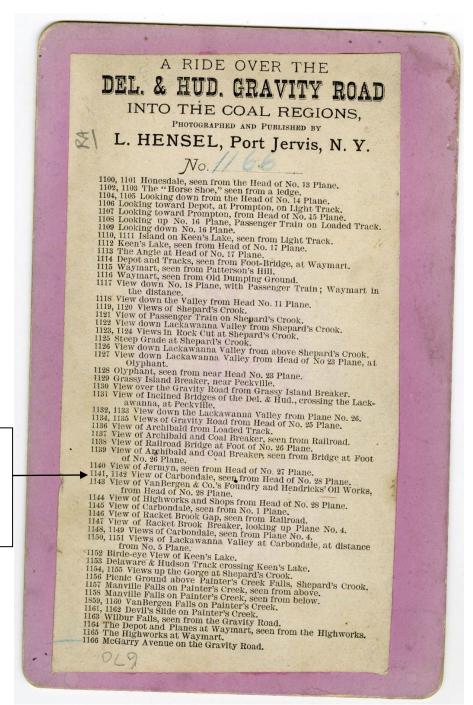
Viewing stereocards was a popular parlor entertainment in the late nineteenth and early twentieth centuries. One visited friends and neighbors and sat in the parlor and looked at stereocards with views from far and near.



Stereoscope with card in display rack

Several stereocard series were created by photographers in northeastern Pennsylvania, including the very popular "A Ride over the Del. & Hud. Gravity Road into the Coal Regions" series by Ludolph Hensel. The back of one of those Hensel stereocards is given on the following page.

Back of Hensel stereocard:



View No. 1142: "View of Carbondale, seen from Head of No. 28 Plane" is shown on the following page.

View No. 142: "View of Carbondale, seen from Head of No. 28 Plane"



Entertaining at Home:

In the nineteenth and twentieth centuries entertaining family, friends, business associates, neighbors, among others, was a popular activity which greatly enriched the lives of all concerned.

Previous to their leaving home on a trip to China and thence around the world, for example, Mr. and Mrs. Thomas Dickson hosted a grand reception at their residence in Scranton. Here is the announcement of that reception, which one attended by invitation only, that was published in the *Carbondale Advance* of September 2, 1871, p. 3:

"The Great Social Event. / The special social event of the week is the grand reception, to be given by Thos. Dickson, esq., President of the Del. & Hud. C. Co., and Lady, at their residence in Scranton, on this (Thursday) evening—just previous to their leaving home on a trip to China and thence around the world. It will doubtless surpass in magnificence, and the perfection of the arrangements for the comfort and pleasure of the guests, anything before seen in Northern Pennsylvania." (Carbondale Advance, September 2, 1871, p. 3)

On the occasion of their silver wedding anniversary, Mr. and Mrs. Andrew Watt received more than sixty of their friends at their residence in Carbondale. The evening was passed very pleasantly in conversation, promenading and dancing. The author of the article, published in the *Carbondale Leader* of January 11, 1873, p. 3, about this reception observed that "This is the first celebration of the kind that has ever been made in Carbondale, and it is to be hoped that it will not be the last."Here is that article:

"SILVER WEDDING OF MR. AND MRS. ANDREW WATT.—An eye witness has sent us for publication the following account of the silver wedding of Mr. and Mrs. Andrew Watt: On Monday evening of this week, Mr. and Mrs. Andrew Watt, of this city, celebrated the twenty-fifth anniversary of their marriage. In commemoration of this event, several of their relatives and esteemed friends from our neighbor city, Scranton, made arrangements for giving Mr. and Mrs. Watt a surprise by being present, and by proffering numerous and valuable tokens of their esteem. A few intimate associates of the worthy pair residing in town, were apprised of the design, and were requested to join the company at the house of Mr. Watt, soon after the arrival of the originators of the plan from Scranton. At the appointed hour, the Scranton people arrived on a special train and were immediately conveyed to the house of Mr. Watt, where a few friends had already assembled. Soon after residents in town who had been invited, began to arrive, and, the gayeties and pleasure of the evening commenced. Though the number present was not very large, there not being more than sixty altogether, yet many of the most prominent business men of Scranton and Carbondale could be seen among the assembly. / From Scranton there were noticed

Mr. and Mrs. H. S. Pierce, Mr. and Mrs. G. L. Dickson, Mr. and Mrs. E. W. Weston and Miss Weston, Mr. and Mrs. W. W. Winton, Mr. and Mrs. W. J. Crane, and others no less prominent. / From Carbondale there were Mayor Van Bergen and Mrs. Van Bergen, Mr. and Mrs. R. Manville, Mr. and Mrs. L. Egerton and the Misses Egerton, Mr. and Mrs. James Stott, Mr. and Mrs. W. Burr, Mr. and Mrs. P. C. Gritman, Messrs. James Clarkson, J. M. Poor, R. Maxwell, J. W. Aitken, E. W. Mills, J. Alexander, Jr., J. E. Burr and S. B. Mills, Jr. / There were several young ladies from Scranton who were very charming in their manner, and who well deserved the attention that was paid to them. Among these Misses Smith, Frothingham, Whitmore, Maltis, Bentley and Marvine, seem especially to deserve mention. / The evening was passed very pleasantly in conversation, promenading and dancing. The latter formed one of the most interesting and attractive features of the evening; nearly all tripped the "light fantastic," and those who were not able to dance, seemed to look with envying eyes upon those who were more favored than they. / The refreshments deserve especial mention. Those present were regaled with edibles of every variety and prepared in the most tempting manner. / After a very pleasant evening, at about 12 o'clock the company dispersed, well pleased with the entertainment. / The presents were numerous and very handsome, being valued in all, at about \$2,500. The most prominent of the gifts were a check for \$1,000 given by Mr. James Dickson, the father of Mrs. Watt; another check for \$500, the gift of Mr. Watt, the husband of the recipient, and a silver set, given by Mayor Van Bergen. There were many other presents given of great value and exquisite workmanship. / This is the first celebration of the kind that has ever been made in Carbondale, and it is to be hoped that it will not be the last. [emphasis added] / Feeling that I have already occupied too much space, I will close this article, with the wish that those who were made the recipients of these beautiful gifts, may live to celebrate their golden wedding twenty-five years hence. / SEXTUS." (Carbondale Leader, January 11, 1873, p. 3)

Boat Rides:

On June 10, 1873, ex-Mayor Van Bergen of Carbondale and a party of ladies and gentlemen rode by carriage from Carbondale to the Lake Hotel at Crystal Lake. There they were given a tour of the hotel by Owen Phinney, from whom they learned that, for the accommodation of visitors to this picturesque area, a small steamer was placed on the lake in 1871. In the article about this visit to the Lake Hotel that was published in the *Carbondale Leader*, June 14, 1873, p. 3, the author noted: "This miniature boat will carry forty persons, and select parties and others should not fail to take a ride over the lake, as it is one of the most enjoyable of pleasures." Here is the complete article about this "by invitation only" outing to Crystal Lake:

CRYSTAL LAKE.—We are indebted to ex-Mayor Van Bergen for a pleasant ride with him to Crystal Lake, on Tuesday afternoon. The distance from this city to the lake is five miles, and the road is in much better condition than it was last summer. The drive from here to the Lake Hotel is delightful. Arrived at the hotel, we found the accommodating landlord, Mr. Owen Phinney, in attendance. He conducted us through the house, which is now a model of elegance and neatness. Every room is fitted up; the furniture is all nearly new; entirely new beds and bedding, purchased at A. T. Stewart & Company's, were put in all the sleeping rooms this week—everything, in fact, has been done to make the hotel pleasant and attractive to the seeker after comfort and pleasure in this most charming place. / The hotel faces the little lake, which is one of the purest sheets of water to be found. For the accommodation of visitors to this picturesque region, a small steamer was placed on the lake two years ago. This miniature boat will carry forty persons, and select parties and others should not fail to take a ride over the lake, as it is one of the most enjoyable of pleasures. Row boats are also provided for those who like exercise, and all the necessary implements for fishing are in readiness. / It is too early in the season yet to find many visitors at this quiet rural retreat. In the course of a month the house ought to be well filled. Mr. Phinney will keep a good house, and is deserving of liberal patronage. All seekers after a quiet, healthful locality, where a few days or weeks may be passed amid pure air, picturesque scenery, delightful surroundings, fine boating and fishing, where they will be away from noise and dust, should go to Crystal Lake; and if they are not then so well pleased with the place and the treatment they receive there that they will make a second visit, we are mistaken. After an excellent supper, and a chat with the hostess, Miss Phinney, sister to the landlord, we started for home. On our return we met those lovers,—of equestrianship—Mr. Aitken and Miss Morss, on a flying trip to the lake. When we become more familiar with the lake and its surroundings we shall say more about them." (Carbondale Leader, June 14, 1873, p. 3) "

Cigars:

Many men--and some women--smoked cigars in the nineteenth century. It was customary in some houses for gentlemen to smoke at the close of dinner, but only be after the ladies had retired from the table. Sometimes the gentlemen were invited into another apartment for smoking, and rejoined the ladies in the drawing-room only after they had disposed of their cigars.

Smoking cars were a regular feature of most D&H passenger trains in the nineteenth century. We have not been able to locate any photographs of the exterior or interior of a D&H smoking car. We have located, however, two engravings from the nineteenth century of engraved representations of the interior of two railroad smoking cars.



A passenger enjoying a cigar in a smoking car

Nineteenth Century Smoking Car on a Railroad



Nineteenth Century Smoking Car on a Railroad

There were D&H cigars, as the photo shown below, posted on Facebook on April 26, 2015 by Joey Senese, makes clear:



In the holdings of the Carbondale D&H Transportation Museum there is an unopened package of "D&H Long Cut Smoking & Chewing Tobacco" that was produced by "B. Payn's Son's Tobacco Co. / Albany, N. Y."

In the September 2015 issue of the *Bridge Line Historical Society Bulletin*, p. 10, Larry Rine, in an article titled "At Steamtown" noted:

D&H Tobacco

In some of the rebuilt roundhouse they created sections for history and technology museums. In the history museum, I found an advertising display for D&H Tobacco. My research later indicated that, with railroads being an important part of society in the steam age, tobacco companies chose to relate their products to railroads. In my correspondence with Steamtown following my visit, they indicated the side of the package photo stated the company name was: "B. Payn's Son's Tobacco Co., Albany, NY". Research on the Internet shows that company was located at 820-822 Broadway in Albany, with their retail store located on the corner of Maiden Lane and Broadway in Albany. I found an interesting copy of an advertisement about the company on hoxsie.org, where it locates the company on the corner of Maiden Lane and James Street in Albany. It should also be noted that the company sold the same chewing/smoking tobacco under the brand B&M Tobacco, which was presumably named after the Boston and Maine Railroad.

Also in the September 2015 *BLHS Bulletin*, p. 41, we find the photo given below of a D&H tobacco sign at Steamtown that was taken there by Larry Rine:



Here is a photo of a D&H cigar box that was offered for sale on E-Bay:



Cigar smoking in the nineteenth century was, for most smokers, a leisure time indulgence which enhanced the quality of the lives of those who smoked.

2336

Out of Town Excursions for the Well-Heeled

The well-heeled members of the community, then as now, with abundant free time and financial resources available to them, indulged in travel: to the Centennial in Philadelphia, to Europe, around the world, to Saratoga.

As we noted in Volume XVI in this series, pp. 324-357, the D&H may well have had the first named passenger train in America, the "Saratoga Express."

On the question of traveling to Saratoga via the D&H, we read the following in the biographical portrait of James H. Gallagher ("Dazed By Fall, Dog Saved Him") that was published in *The Delaware and Hudson Company Bulletin*, July 1, 1925, pp. 3-4, 15:

"Later he worked in the yards at Saratoga Springs where, the following summer (1878), he became yardmaster. This was during Saratoga's height of popularity and he recalls that often, in addition to the regular train service upward of 100 cars of excursionists would be handled daily. The private equipment of the Vanderbilts, Astors and others of equal prominence, was frequently to be seen in the yards, as were the cars of various railroad presidents." (p. 4)

With abundant free time and financial resources available to them, then, the well heeled members of the community, who chose to available themselves of the many opportunities available to them to enrich their lives, could have done so easily.

2337

Raising Livestock: Canaries



The domestic canary (*Serinus canaria forma domestica*), is a domesticated form of the wild canary, a small songbird in the finch family originating in the Macaronesian Islands (The Azores, Madeira and the Canary Islands).

Canaries were first bred in captivity in the seventeenth century. They were taken to Europe by Spanish sailors. The canary became expensive and fashionable to breed at the courts of the Spanish and English kings. Monks started breeding them and only sold the males, which sing. This kept the birds in short supply and drove the prices up. Eventually, Italians obtained hens and were able to breed the birds. This made them very popular, and resulted in the development of many varieties of canaries, which were bred all over Europe. At first, the birds were only owned by the rich, but eventually the local citizens started to breed them and they quickly became very popular. Many varieties were developed through selective breeding.

Raising canaries in one's off-the-job time was a pastime indulged in by some in the anthracite coal fields. Mr. Spry of Carbondale was one such successful breeder of canaries. In the *Carbondale Advance* of June 5, 1880, p. 3, we read:

"Canary Birds. / Mr. Spry, opposite the Catholic church, is quite a success in breeding canary birds. He fully understands the mating of the parents so as to get his brood mottled beautifully. The fine concerts there are charming, and it is well worth while to pay him a visit." (*Carbondale Advance*, June 5, 1880, p. 3)

R. L. McMillen, who worked at Plane No. 8 on the Gravity Railroad, had a canary bird in his shanty there. In the *Carbondale Leader* of August 3, 1883, p. 2, we read:

"R. L. McMillen is getting high-toned. He has a canary bird in his shanty at No. 8." (*Leader*, August 3, 1883, p. 2)

Canaries, as is well known, were sometimes used to detect the presence of dangerous gases in the anthracite coal mines. In Miller *and Sharpless*, p. 107, we read the following about the detection of dangerous gases in coal mines:

"Miners fought their battles against gas in several ways. In the early days dogs were sometimes lowered into suspected gaseous areas. If the dog was not breathing when he was hauled to the surface, the miners figured his death had saved their lives. Miners also carried caged canaries into their working places; the theory held that the small lung capacity of the birds would cause them to be overcome first if gas were present. Eventually a safety lamp, called a 'Davy,' [introduced in England by Sir Humphry Davy and Michael Faraday] was developed to test for

gas. The lamp flame was enclosed within a fine wire gauze; if a gas were present, small quantities seeped through the gauze, causing the flame to flare up. Similar but more sophisticated versions of this type of test lamp have been used since the Davy was introduced in the nineteenth century."

On the use of canaries, and mice to detect the presence of dangerous amounts of carbon monoxide in the afterdamp in the coal mines. In the McGraw-Hill *Miners' Pocketbook*. . . : , we read the following:

"Use of Canaries or Mice.—In recovery work after a mine explosion, the existence of dangerous amounts of carbon monoxide in the afterdamp is commonly determined by the effect of the gas upon mice or canaries carried in a cage by some one of the exploring party. When advancing with the air, the last man should carry the animals, and when moving against the air, the first man, so that they may be exposed to the air and its effects on them noted before the men enter it. Canaries are preferred to mice as they are more sensitive to the action of the gas, and their signs of distress while perched are more easily noted than those of mice who are apt to crouch in a corner of the cage. If a mouse is used, it must be made to move from time to time by tilting the cage, poking it with a stick, etc., so that, while moving, its symptoms may be noticed. The rate of breathing, number of heart beats, etc., in a mouse or canary, are so much more rapid (pulse about 700 to 1,000 beats a min.) than in a man, that the effects of the gas on them is much more rapid."

The chart given below from the Bureau of Mines shows the effect on mice and canaries of varying percentages of carbon monoxide. A canary exposed to an atmosphere containing .20% CO will show distress in 1 1/2 minutes, and fall from a perch in 5 minutes. For a man, walking, it will require ½ hour for the blood to become 50% saturated, at which stage the legs will give way. The more rapid effect, in most instances, of CO on mice and canaries, therefore, made them highly useful in the quick detection of CO in the atmosphere in the mines. Here is that chart from page 857 of the McGraw-Hill *Miners' Pocketbook*. . . , p. 857:

Mice		Canaries	
Per Cent. CO	Effect	Per Cent.	Effect
.16	Very slight distress at end of hour.	.09	Very slight distress at end of
.20	Distress in 8 min.; partial collapse in 15 min.	.12	Weaker at end of 1 hr. than after exposure to .9%
.31	Distress in 4 min.; collapse in 7½ min.; lost muscular power in 35 min.	15	Distress in 3 min.; fell from perch in 18 min.
.46	Distress in 2 min.; collapse in 4 min.	.20	Distress in 1½ min.; fell from perch in 5 min.
.57	Distress in 1 min.; collapse in 2 min.; muscular power lost in 7 min.; death in 16 min.	.29	Fell from perch in 2½ min.
.77	Distress in 1 min.; muscular power lost in 6½ min.; death in 12½ min.		(i±0) (ii)

2338

Vegetable Gardens

In the nineteenth and early twentieth centuries, back yard vegetable gardens, in towns, and extensive vegetable gardens, in the country, were familiar sites. For many, they served a double function: (1) they provided food for the gardeners and their families, and (2) caring for those gardens, which was a lot of work, was also a source of a great deal of pleasure for most people. Such gardens, therefore, were good for both body and soul.

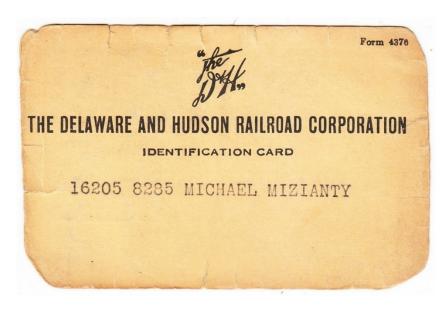
Neighborhood Playgrounds and Good Neighbor Activities

There was a well organized system of neighborhood playgrounds in Carbondale well into the twentieth century, each with its own clubhouse, supervisor, and sports equipment. In the 1961 *Polk's Carbondale City Directory*, under "Parks and Playgrounds," we find the following playgrounds listed on pages 65-66:

•	43d Street Playground	6 43d [Street]
•	Green Street Playground	29 Green
•	Holt Joe Playground	5 12 th av
•	Jefferson Playground	158 Jefferson (Sim)[pson]
•	Loftus Playground	4 Powderly
•	Memorial Park	2 N Main
•	Powderly St Playground	201 Powderly
•	Russell Park	9 12th av
•	West Side Playground	31 Apple Av

Such playgrounds, in the many distinct neighborhoods of the community, were safe environments in which the children of the community could play, and the quality of their lives was richer for having had such a community experience "in their own back yard."

On December 12, 2016, Thomas Mizianty, of Waymart, gave his father's D&H ID card to the Carbondale D&H Transportation Museum. The D&H ID card of Michael J. Mizianty, Sr. is given below:



On that same day, Thomas Mizianty also gave the D&H Transportation Museum his mother's membership card in the South Side Playground Association in Carbondale Township. With that card was the following note:

"Mother's (Sophia Romaninsky) membership card in the South Side Playground Association (again Bushwick): This deserves some notation. The playground was run by the South Side Clippers, a baseball team and a social club. It was of some import in the 50's (I actually worked as a playground instructor in the summer when I was a college student.) They purchased the closed Thomas Edison School on Center Street (which I attended to 4th grade), remodeled the first floor for event space and the basement was a bar and social gathering spot. St. Rose of Lima church in Carbondale leased the first floor space for a number of years as a satellite chapel (Our Lady of Fatima it was called). There were two masses there every Sunday and they were filled to capacity. Eventually the Clippers disbanded and the building was torn down. A private home sits on the site today."

Here is that membership card:

This is to certify that
Mrs Saphie Misgenty
IS A MEMBER OF THE
South Side Playground Assn.
POWDERLY STREET (Expiration Date: 1959
albert Ruddy Catherine Gallagher
President. Treasurer.

Quality of Life: Summary Statement:

The quality of life of the vast majority of railroaders and miners in the anthracite coal fields of northeastern Pennsylvania--and among the non-railroad and the non-coal members of the communities in the region as a whole--was very good, as we have demonstrated in our look at their world from many different perspectives.

Both on and off the job, quality of life enhancement and enrichment opportunities were available and open to all. The hundreds of thousands of immigrants from all over Europe who came to America in the nineteenth century to start their lives over embraced those enhancement and enrichment opportunities. At the same time, through lots of hard work and love of country they brought into existence one of the most remarkable nations in the history of the world. We owe them a lot.

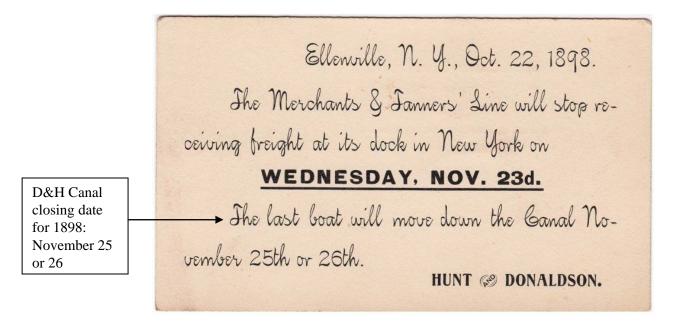
2340

In the Caboose

D&H Canal Part III (Part I in Volume XV; Part II in Volume XX)

1. Three Merchants and Tanners' Line cards that were offered for sale on E-Bay, April 2, 2017. This line shipped via the D&H Canal. Our thanks to John V. Buberniak for bringing to our attention these three cards.

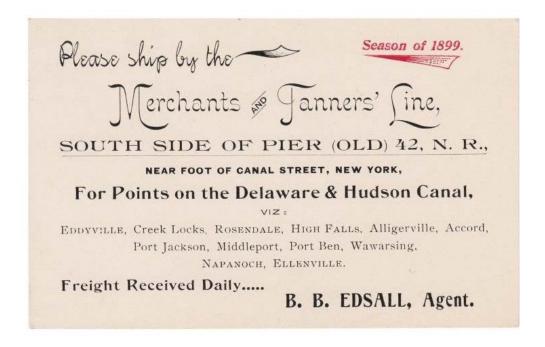
Post card, unposted:



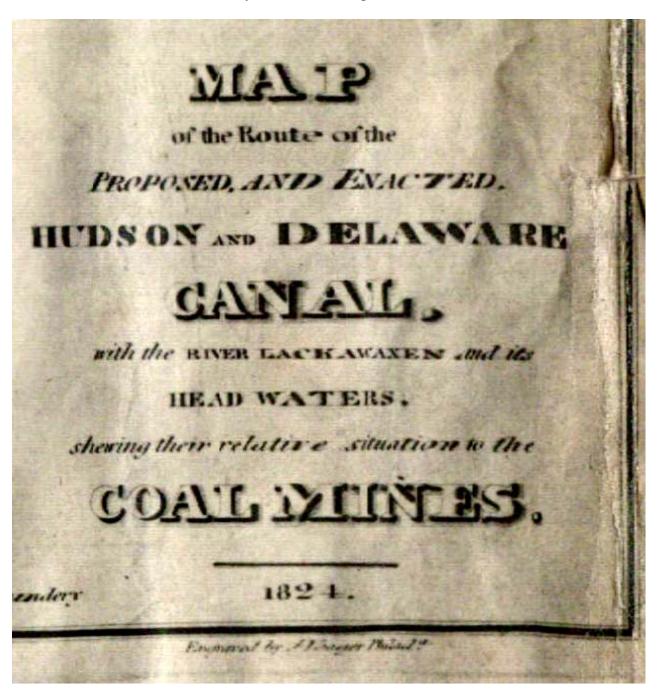
Pre-stamped post card, unposted:

MERCHANTS Foot of Cana		NERS' L	INE,
BOAT. New Your The following good loaded upon the above	ork,ds consign Pier.	ed to you are	190 now un-
ACCT. You will please rem Not responsible for 1 C harges \$			•

Business card: Smaller than a post card; revere is blank:



2. Map showing the route proposed by Benjamin Wright for the "Proposed and Enacted" Hudson and Delaware Canal, 1824: This map is in the holdings of the Pike County Historical Society, Milford, PA; where it was scanned by the author on September 20, 2013.



PREFATORY REMARKS

OF THE

PROPRIETORS OF THE COAL MINES

To Messis. G. B. Vroom,
Philip Hone,
Lynde Catlin,
Jonathan Thompson,
Garret B. Abeel,
George Janeway,
Elisha Tibbits,
George D. Wickham,
Hector Craig,
Abraham Hasbrouck,
and
John C. Broadhead,

Of the City of New York,
Of the City of New York,
Of Orange County,
Of Ulster County,

Commissioners appointed by the Legislature of New-York, in the Act to incorporate the Delaware and Hudson Canal Company.

GENTLEMEN,

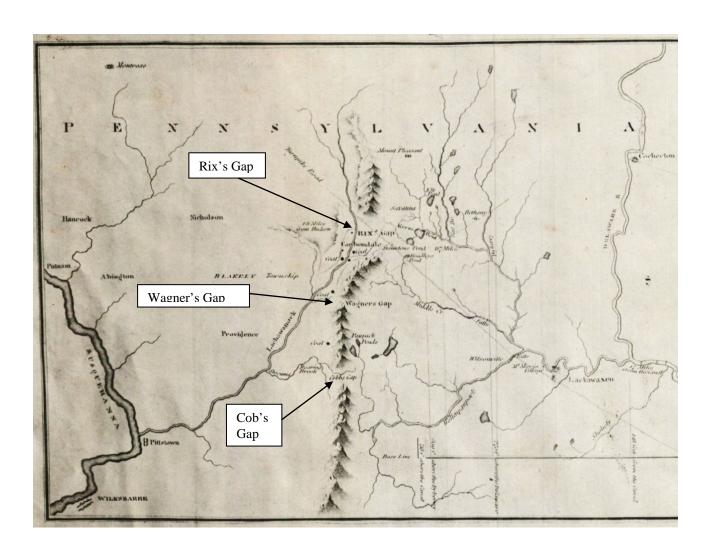
In submitting the accompanying documents to your perusal, some exposition will naturally be expected, of the views and objects of those at whose immediate instance the two Acts of the Legislatures of New York and Pennsylvania were passed, and who have had a survey made of the route of the proposed Canal from the Hudson to the head waters of the Lackawaxen river.

They own sundry tracts of land near the river Lackawaxen in the state of Pennsylvania, containing extensive, and as they believe, inexhaustible quantities of Stone Coal, of the purest and best quality. These bodies of coal lie in a range of country, abounding with the same article: but the mines owned by the Company have been selected and purchased with an especial reference to the facilities which their locality presents for transporting the same to market, by the waters of the Lackawaxen.

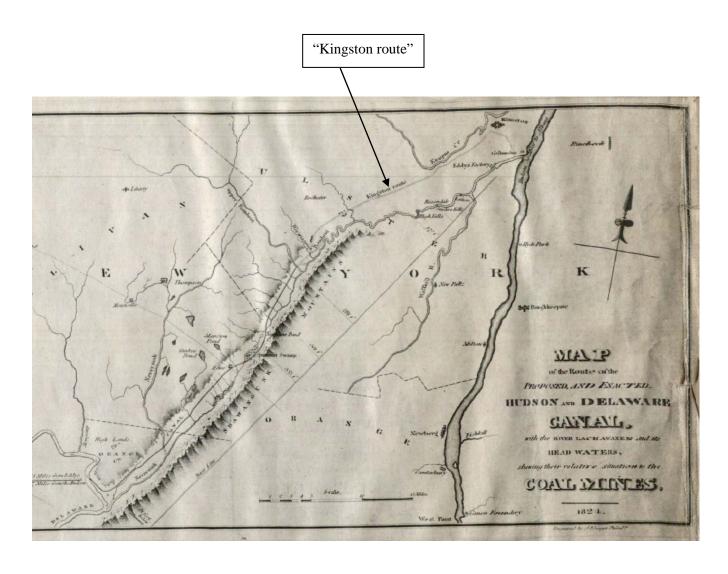
These mines would be very valuable from the facility with

Left side of map:

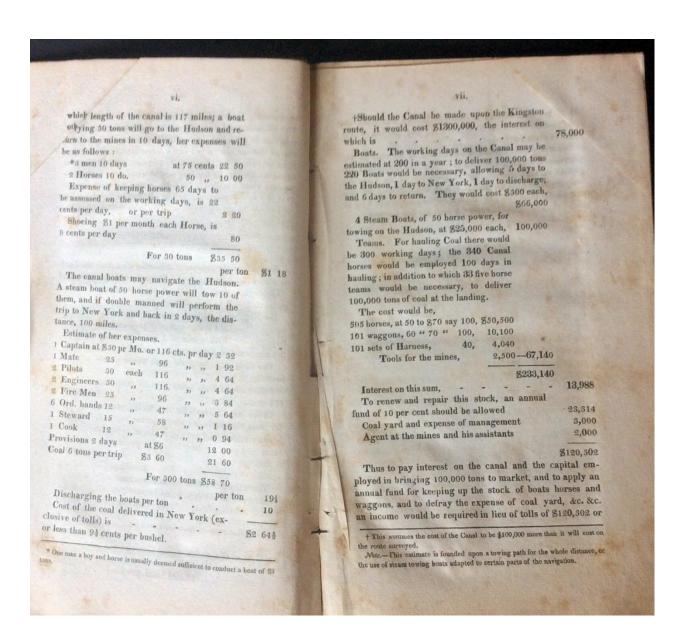
Clearly shown on this map are the three "gaps" in the Moosic Mountains: Rix's, Wagner's, and Cobb's.



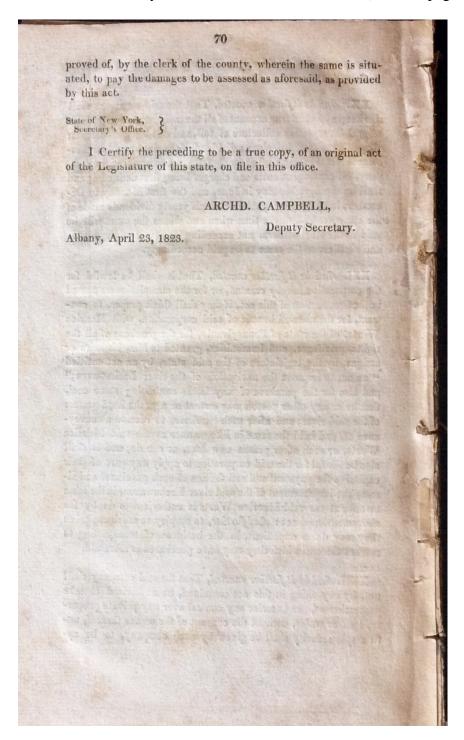
Right side of map:



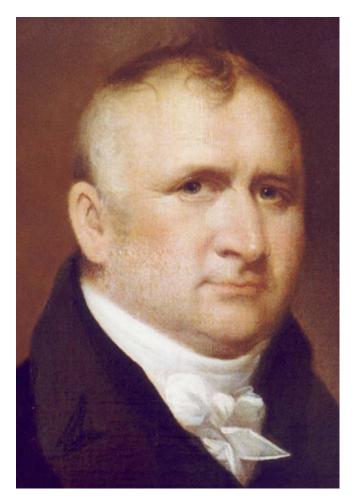
pp. vi and vii in the map booklet:



The document submitted by Benjamin Wright to the D&H (which contained copies of the acts of the legislatures of the state of Pennsylvania and the state of New York) was 70 pages in length:



More on **Benjamin Wright**: born, October 10, 1770, in Wethersfield, CT, died August 24, 1842. American civil engineer who was chief engineer of the Erie Canal and the Chesapeake and Ohio Canal.



Benjamin Wright, Chief Engineer of the D&H, 1825-1827

In May 1823, the Wurts brothers engaged him to make a survey from the Hudson River to a point as near the coal mines at Carbondale as possible. The survey was made and completed by November 1823. On March 13, 1823 the Pennsylvania legislature authorized Maurice Wurts and others to canalize the Lackawaxen River, so as to make good descending navigation from a point close to either Wagner's Gap or Rix's Gap. Six weeks later, in New York, the legislature, on April 23, 1823, passed a special act to incorporate "The President, Managers and Company of the Delaware and Hudson Canal Company." This act empowered the company to open water communications between the Delaware and Hudson rivers, and in express terms conferred the right to purchase coal lands and to transport stone coal.

Colonel John L. Sullivan was one of the engineers engaged by Benjamin Wright to make the canal survey in 1823. The map drawn up, dated 1824, is shown above.

On May 21, 1825, Benjamin Wright rendered a report discussing the route that should be adopted for canal construction, and on June 1 this report was submitted to the managers. Wright recommended a railway between the end of navigation (Honesdale) and the coal mines (Carbondale). On June 2, 1825, Benjamin Wright was appointed the chief engineer, effective from April 15. On March 14, 1827, Benjamin Wright resigned as chief engineer, and John B. Jervis, who had served as assistant engineer, was appointed to succeed him, at a salary of \$4,000 yearly.

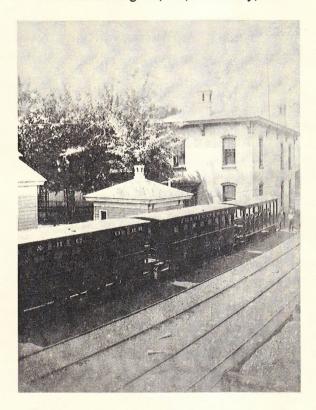
3. D&H Trek, October 9-12, 1998: to commemorate the 100th anniversary of the last trip by a canal boat (No. 1107) over the entire length of the D&H Canal from Honesdale to Rondout:

D&H TREK

Organized by the D&H Transportation Heritage Council, a partnership of public, private, and not-for-profit local, state, and federal organizations and individuals, including the Carbondale Historical Society and Museum.

CARBONDALE TO THE HUDSON RIVER October 9-12, 1998

The D&H Trek is being held to commemorate the 100th anniversary of the last trip by a canal boat, #1107, over the entire length of the D&H Canal, from Honesdale to Rondout. To celebrate that anniversary, sturdy cyclists will leave Carbondale at 10 A.M. on October 9, 1998, and pedal the entire distance of the D&H Gravity Railroad and Canal (over 125 miles) and deliver anthracite coal to Kingston, NY, on Monday, October 12, 1998.



D & H Gravity Railroad Depot, Carbondale. View #1190 in a series of stereoscopic views of Carbondale (#1167-1190) that were taken and published by L. Hensel, Port Jervis, NY. Original stereoscope view in the collection of the Carbondale Historical Society and Museum.

KICK-OFF CEREMONIES D&H TREK

DAY 1: Friday, October 9, 1998 (D&H Gravity Railroad opened 169 years ago today!)

9-10 A.M., October 9, 1998 Train Station, Carbondale, PA

Welcome by S. Robert Powell, President, Carbondale Historical Society

Salute to the Flag and Star Spangled Banner by Carbondale Area High School Band, James McMyne, Director

Remarks by Calvin F. Hite, National Park Service

Seven-Minute History of the D&H Gravity Railroad and Canal by S. Robert Powell

Proclamation by Senator Robert J. Mellow, Pennsylvania Senate

Musical Selection by the Carbondale Area High School Band

Proclamation by Representative Edward Staback, Pennsylvania House of Representatives

Recognition and Appreciation from the Trekkers

Receiving of the Coal by Joseph Pascoe, Treasurer, Carbondale Historical Society; Joan Connor and Rosemary Wallis, Directors of the Carbondale Historical Society

Let the D&H Trek Begin! by S. Robert Powell and the Entire Assembly

CELEBRATING CARBONDALE'S HISTORY

The members, officers, and directors of the Carbondale Historical Society and Museum are pleased to have been able to do their part to commemorate this important event in the history of the D&H and the history of Carbondale. To become a member of the Society, contact the Secretary (Eleanor Spellman) or the Treasurer (Joseph Pascoe) at the Society's headquarters in City Hall. The number there is 282-0385.

The members of the Board of Directors of the Carbondale Historical Society are: Joan Connor, Robert Davies, Michael Delfino, Betty Dowd, Dominick Famularo, Tom Fontana, Jack Gillen, Marjanie Hellman, Paul Kaczmarcik, John Lawler, Marie McHugh, Anne Muldoon, Nancy Osborne, Erin Rupp, Michael Scott, Paul Starzer, Jeffrey Wallis, Rosemary Wallis, and Gloria Wilson.

THE CANAWLER

A professionally made film about the D&H Canal, titled *The Canawler*, was shown last night at 7:30 P.M. in Carbondale City Council chambers. This presentation was sponsored by the Carbondale Historical Society and Museum. Special thanks to Rich Wagner for allowing the Society to show his VHS transfer from the original 16 mm. copy owned by the Society.

A broad range of artifacts relating to the D&H's Gravity Railroad and Canal are owned by the Carbondale Historical Society. Many of those artifacts are now on display at the Historical Society on the third floor of Carbondale City Hall.

SPECIAL THANKS

During the 70 years that the D&H Canal was operational, tens of millions of tons of anthracite coal were shipped over the D&H Canal from Honesdale to the Hudson River. A large percentage of that coal was shipped from Carbondale to Honesdale over the D&H Canal Company's Gravity Railroad—and then to market, via the D&H Canal.

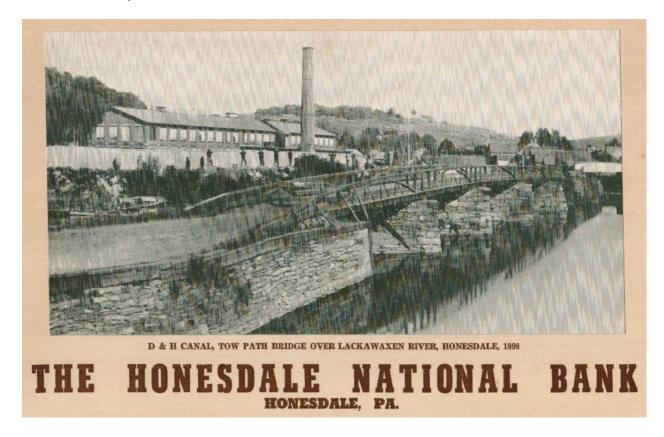
Special thanks to Jane Varcoe and Barbara Holmes of the Waymart Historical Society for emphasizing, at the initial D&H Trek meetings, the importance of the D&H Gravity Railroad in these four-day centennial ceremonies to mark the trip by the last boat through the D&H Canal.

THANK YOU

Sincere thanks to the following individuals and organizations for their assistance in making possible these kick-off ceremonies, sponsored by the Carbondale Historical Society and Museum, Inc.

- 1. Senator Robert Mellow (proclamation and endorsement)
- 2. Representative Edward Staback (proclamation and endorsement)
- 3. Victor Gazella and Boy Scout Troop 312 and Cub Scout Pack 17 (scouting participation in ceremony)
- 4. Police Chief Dominick Andidora and the Mounted Police of the Carbondale Police Department (traffic control and Trek escort)
- 5. Carbondale Area Junior Senior High School, Dr. Paul Kaczmarcik, principal (student involvement; equipment use)
- 6. Carbondale Area Junior Senior High School Band and Marching Units, James McMyne, director (student involvement)
- 7. Martin Lawler, Superintendent, Carbondale Area Junior Senior High Schools (student involvement)
- 8. James Burke, Assistant to the Principal, Carbondale Elementary and Fell Schools (student involvement)
- 9. Dr. Dominic Famularo, principal, Carbondale Elementary and Fell Schools (student involvement)
- 10. City of Carbondale, Michael Tolerico, mayor; Carbondale Fire Department (installation of banner across Main Street)
- 11. Carbondale City Council (use of Council Chambers)
- 12. Sister Karen, Sacred Heart Intermediate School principal (student involvement)
- 13. Ellen Murphy, Sacred Heart Elementary School principal (student involvement)
- 14. Joseph Kluck (creation of banner)
- 15. Joan Connor and Rosemary Wallis (preparation of coal souvenirs)
- 16. Rich Wagner (lending VHS transfer of "The Canawler")
- 17. Thomas Fontana (Carbondale News), Robert Tomaine and Joseph X. Flannery (Scranton Times) (media support)
- 18. Lori McKean, Trek Coordinator (who brought it all together and made these four-day commemorative celebrations a reality)
- 19. Calvin F. Hite, National Park Service (organizational support and guidance)
- 20. National Park Service and all Trek, Symposium, and Gala organizers, including Joseph Pascoe and S. Robert Powell, who represented Carbondale and the Historical Society at the organizational meetings that have made possible these kick-off ceremonies.
- 21. Michael Delfino, Marjanie Hellman, Gloria Wilson, Joan Connor, Rosemary Wallis, Jeffrey Wallis, Robert Davies, Paul Starzer, and Marie McHugh—who helped in a hundred ways to make these kick-off ceremonies possible; all are members of the Board of Directors of the Historical Society

4. Good view of the towpath bridge over the Lackawaxen River at Honesdale, 1898. Photo at the head of a Honesdale National Bank calendar; photo in the archives of the Wayne County Historical Society, Honesdale.



- 5. Two Russel F. Lord letters that were donated to the Carbondale D&H Transportation Museum on November 22, 2017 by John V. Buberniak:
- a. Letter dated "Honesdale March 9th 1839" from Stephen D. Ward to "R. F. Lord Esq / or Maurice Wurtz Esq / Rondout / N.Y."
- b. Letter dated "Carbondale Jany 11th 1847" from "Jas. Archbald" to R. F. Lord Esq.

Here is the letter dated "Honesdale March 9th 1839" from Stephen D. Ward to "R. F. Lord Esq / or Maurice Wurtz Esq / Rondout / N.Y.":



Housday Murche 9-1839 St. F. Lorde Esq Messpectral Cin Owing to the Board not coming to a decisione one Thursday in regard to raising my Salary I have not hade it ing my Joover untile the present time to inform you of the result, but as they have agreed to raise my Salary to \$400, upone mature consideration & have thought it best to remain where I ame, 1 But while I decline accepting the Situations Not insursible of the obligations Confirmed upon me as it is to your offer that I am indibtede for my advance of Salary, Allow me to returne my hearty thanks for this as well as the many other acts of Minanes received from you. Thase return my Sincere acknowleaguring to M. Musto for his govanis, and I hope I may never prove myself unworthy the interest you bothe have manifolity ine my welfand. Tours Mesp. The Harde

Here is the letter dated "Carbondale Jany 11^{th} 1847" from "Jas. Archbald" to R. F. Lord Esq. :

Honerdale

A F Line Eng Carbondale Juny 11. 1847 Your lette of the 8th and would be very glace to accompany The to Albburgh could the Tunk to be and her admit of it, he are now putting in the machinery into our new the and M Walfine has tun Confined to this House Ever since the Other was burst I have therefore As defend when sichton who is a very good Mean to long as farm with Him but the is not to be defended when when left to Hinself It is of quest importance for us sut only to get the New that along as fort as hop ble but The burning of the to our has put in back her Must in the kuferations for the hale needing Exertin whit can be made I from we thate Hele he belind, Our must therefore exem The fine going, our can it he of by much Importance of do not think You will be at any lof in making up There much as to The course the courty ought to follow, and Juile Endone Tun andusins with as much confidence as I would were I to go with Tow I shape huboly he at there dale before The go More the will tall on the matter Term for Auchlaco

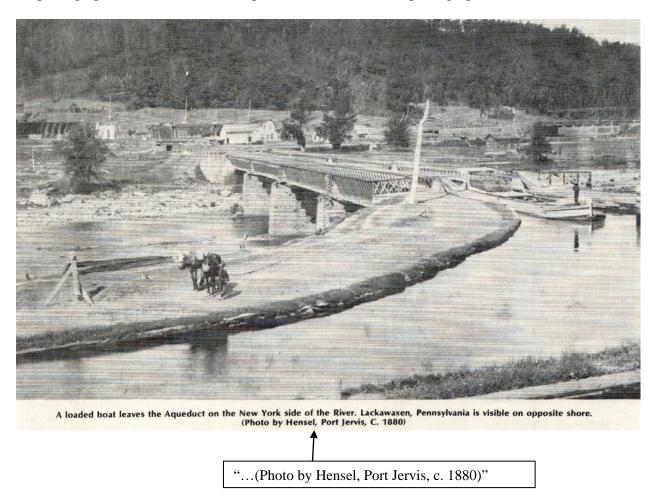
6. Copy of original *Table of Distances on the Delaware & Hudson Canal*. This document is in the holdings of the Wayne County Historical Society, where it was scanned by the author on February 17, 2018:

,	TABLE OF DISTANCES ON THE DELAWARE & HUDSON CANAL, SHOWING ITS Divisions and Sections, Counties, Telegraph Calls, Numbers of Locks, &c., and the Location of Aqueducts, Feeders, Stop-Cates, Waste-Weirs, &c. ARRANGED FOR THE INFORMATION OF THE TELEGRAPH DEPARTMENT, BY CHARLES PETERSEN, SUPERINTENDENT.									
the information of the Telegraph Department, by Charles Petersen, Superintendent."										
		NAMES OF PLACES	Telegraph Office Calls	Miles from Honesdale.	Miles from Eddyville.	No. of Locks.	, DI CHARDE IDING	County.		
	PENNSYLVANIA SECTION. LACKAWAXEN DIVISION.	LEONARDSVILLE. HOLBERT'S BASIN BEARDSLEE'S BASIN BEACH FLAT. WHITE MILLS BRINK'S DAM DANIELS'. NEWCASTLE. HAWLEY TUMBLEDAM ROCK POOLPIT. PUNCH CAMP. NARROWS. SNYDER'S EDDY. SHIMER'S EDDY. SHIMER'S EDDY BLUE EDDY. MOUTH OF BLOOMING GROVE. BLOOMING GROVE ISLAND. CRISWOLD WESTFALL'S ROWLANDS. PORT HOWARD. LITTLE NARROWS. RIDGWAY LACKAWAXEN. DELAWARE AQUEDUCT. STOP LOCK BEAVER BROOK. PANTHER BROOK. BARRYVILLE HANDSOME EDDY BUTTERMILK FALLS. CRAIGSVILLE VAN TUYLE'S BASIN	H	1 2 3 4 5 6 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34	108 107 106 105 104 103 102 101 100 99 98 97 96 95 94 99 99 99 98 98 88 87 86 88 87 86 87 87 86 87 87 87 87 87 87 87 87 87 87 87 87 87	37 36 35 34 33 32 31 29 30 27 28 25 26 24 21 22 23 19 20 18 17 16 15 13 14 11 12 10 9 8 4 5 6 70 72 	RR. Main Battery. Feeder. Aqueduct. RR Feeder RR Feeder RR, RR. Aqueduct. RR. Aqueduct. RR Four Mile Level. Aqueduct. Stop Gate. Hanging Rock.			
Z.	plylsion.	VAN TUYLE'S BROOK POND EDDY DECKER'S DOCK FISH CABIN. VAN AUKEN'S BRIDGE STAIRWAY BROOK DICKERSON'S EDDY. MONCAUP BUTLER'S FALLS BOLTON BASIN. HONESVILLE SPARROWBUSH. WESTFALL'S BASIN	RM MP 	35 36 37 38 39 40 41 42 43 44 45 46	73 72 71 70 69 68 67 66 65 64 63 62 61	64 63 62 61 60 58 59 57	Shad Fishing. Feeder, Aqueduct. Stop Gate.			

()	WEIGHTATTIO DAOLY		47	61		Stop Gate		
X _	WESTFALL'S BASIN	SB	48	60	*******			
NEW-YORK SECOND D	*PORT JERVIS	3	49	59	*******	Twelve Mile Level	1 2	******** ***********
	PINE WOODS		50	58	*******	Stop Gate	ige.	
	BIRD-NEST ROCK		51	51			17	
- (1)	HORNBECK'S CULVERT		52	56	*******	West Water	5	
SVS	HUGUENOT		53	55		Waste Weirs		
120	VAN ETTEN'S BRIDGE		54	54	50)		***************************************
4	PORT CLINTON	::	56	52	56 51 53	Neversink Feeder		
	NEVERSINK AQ	Q	57	51	51 55	Stop Gate		
	VAN INWEGEN'S BASIN	55.55	58	50		Stop Gate		
	STAUNTON'S BASIN		59	49		Stop Gate		
i	WESTBROOK VILLE	WB	60	48		Aq't. Yankee P'd Feeder.		
	TUNNEL HILL		61	47		Stop Gate		
- 1	INDIAN SPRING		62	46	*******			
	OAK BROOK		63	45	*****	Aqueduct		
	MANERZA SMITH'S		64	44	*** ****	Summit Level		
	GRAHAMS DOGS		65	43		Stop Gate		
1	GRAHAM'S DOCK		67	41	*******	Stop Gate	II.	
	SNEED'S BASIN	Thirt	68	40	*******	Aguadust Ston Geta	. 2	
	GUMAER'S BROOK	WS	69	39		Aqueduct, Stop Gate.	=	***************************************
	SWAMP BRIDGE	177	70	38		Waste Weir. Stop Gate	ž,	
	LOG HOUSE	****	71	37	*******			
	BEATYSBURG	****	12	36		J		
	DAVIS		73	85	49 50	Summit, Waste Weir		
	PHILLIPSPORT	so	74	34	41 48	Topping's Res. Feeder		
	COUNTY LINE.		75	33	38 40	Aqueduct. Change Bridge.		
	LENNIS BASIN		76	32	36 37	Feeder		
	BRODHEAD'S BRICK-KILN		77	31	34 35			• • • • • • • • • • • • • • • • • • • •
	CUTLER'S BASIN		78	29	33 32			
100	ELLENVILLE	RF	80	28	30 31	Mountain Brook Aqueduct,		
1	TERWILLIGER'S	1111	81	27	28 29	Feeder		
	DECKER'S		82	26	27			
	NAPANOCH		83	25		Enderly's Basin		
5	PORT BENJAMIN		84	24	26	Aqueduct		
1	PORT HYXSON		85	23	25	Rondout Creek Feeder		
0	DRUIAN S BASIN	****	86	22	*******	Two Mile Level		
Noisi	MIDDLEP'T, (Kerhonkson,) MOUNTAIN BROOK	MI	87 88	21 20	24	Dumond's Aq. Stony Kill.		
1	C. P. HORNBECK'S.		89	19	******	Mountain Brook Aq		
)	DAVID VERNOOY'S	****	50	18	*******	Four Mile Land		***************************************
百	PORT JACKSON	****	91	17		Four Mile Level		
1000	STONY KILL	::::	92	16	23	Aqueduct		
FIRST	FREELAND'S		93	15		Aqueduce		
102		****	94	14	22	Basin		
4	ALLICERVILLE SNYDERVILLE	VI	95	13	21	Peterskill Feeder & Aq't.	5	
(I	CLOVE CHUPCH		96	12	******		Ils.	
1000	CLOVE CHURCH	****	97	11		Four Mile Level	-	
	HASBROUCK'S	****	98	10	********	1 -22 3-12-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1		
	COLE'S BASIN	HF	99	9	12 20	† Main Battery. Feeder.		
	LAWRENCEVILLE.	****	100	8	10 11			
	ROSENDALE	RA	101	6	8 9	• • • • • • • • • • • • • • • • • • • •		
	LE FEVER'S FALLS.	RA	103	5	6	Basin		
	HARDENBURG'S		104	4	5	‡ Basin		
	CREEK LOCKS	CK	105	3	2 4	§		
1 3	HORNBECK'S BRIDGE		106	2		***************************************		
1	GREENKILL		107	1				
	*EDDYVILLE	DE	108		1	Guard & Weigh Lock		
. 1	PONDOUT DANGE	RN						
	RONDOUT, D. & H. C. Co Private Office	RD						
100	in on o o i, annate onice,	M						

Herald Job Printing Establishment, Honesdale, Pa.

7. Hensel photograph of Delaware Aqueduct from New York side of the Delaware River, circa 1880. This photograph is reproduced regularly in D&H publications, without crediting Hensel as the photographer. For the record, we present here this Hensel photograph:



8. "... loaded boats lying at the docks in Rondout."

In the *Carbondale Advance* of August 5, 1876, p. 3, we read: "In consequence of there being no demand for coal, a large number of loaded boats are lying at the docks in Rondout. This seriously interfered with the running of cars on the Del. & Hud. Gravity railroad, there not being a supply of boats sufficient to take the coal that is brought over the mountain. This necessitated the stoppage of the road for several days. After this date, however, there will probably be no similar interruptions during the season."

9. "Boatmen Wanted on the D. & Hudson Canal, for 1850"

The Lackawanna Citizen, and Carbondale Democrat, May 24, 1850, p. 3:

"The Company are now building several hundred boats... to be employed in freighting coal from Honesdale and Hawley to Rondout and New York. The boats are built to carry 125 tons, the cargo for this year [1850] will however, be only 95 tons."

"The locks are tended both day and night [emphasis added], and trips can be made in 10 days, without a change of horses."

Scow: A flat-bottomed boat with a blunt bow, often used to haul freight. The etymology of the word is from the Dutch *schouwe*, meaning such a boat.

Historic 19th-century canals used work scows for canal construction and maintenance, as well as ice breaker scows, filled with iron or heavy objects, to clear ice from canals.

BOATMEN WANTED On the D. & Hudson Canal, for 1850.

THE Company are now building several hundred boats, which they will sell to temperate and industrious men, on favorable terms, to be employed in freighting coal from Honesdale and Hawley to Roudout and New York. The boats are built to carry 125 tons the cargo for this year will however, be only 95 toxs. The terms will be \$1,400 purchase money for the boat, \$50 of which must be paid in eash, or good security given for its payment, on or before the 1st day of August next: the balance of the purchase money will be received by instalments of \$18 per trip out of the freight of the boat. The rate of freight for the present year, will be as tollows: For a trip made in ten days, from Honesdale to Rondout, at the rate 85 cents per ton; for 11 day trips. 82 cents per ton; and if over 11 days, at the rate of 80 cents per ton. Out of each cargo, \$3 will be retained until the end of the season—the balance of the freight will be paid in cash, at the end of each trip.

The expenses of unloading will not exceed 5 cents

per ton.

The canal is 108 miles long. The locks are tended both day and night, and trips can be made in 10 days, without a change of horses. The Company engage to supply the freight and full employment for the boat, from the opening of the canal to the close of navigation. When boats are loaded at Hawley, 99 miles from Rondout, the pay will be in proportion to that from Honesdale. When boats are required to discharge at N. Y. the Company's steamboats will tow them without charge, and an additional freight will be paid to that place.

The Company are also building a number of scows, which they will sell at \$700 each, on the same terms of payment as the boats, except that the instalments will be \$15 per trip.

Application to be made personally, or by leter, to the subscriber, at the office of the Delaware and Hudson Canal Comyany, 31 Wall Street, New York, with reference or recommendation as to character and capacity, and if accedted, notice will be given when

and where the contract can be executed.

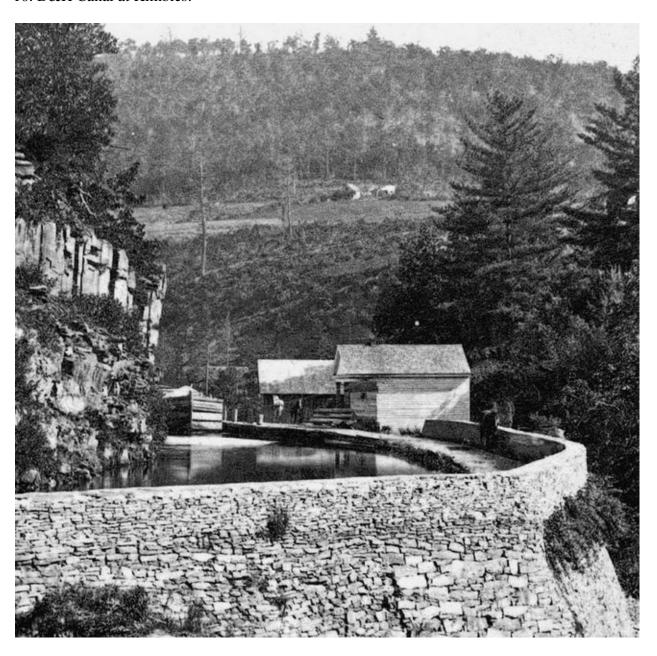
MAURICE WURTS,

President pro tem

"The expenses of unloading will not exceed 5 cents per ton."

"The Company are also building a number of scows, which they will sell at \$700 each, on the same terms of payment as the boats, except that the instalments will be \$15 per trip."

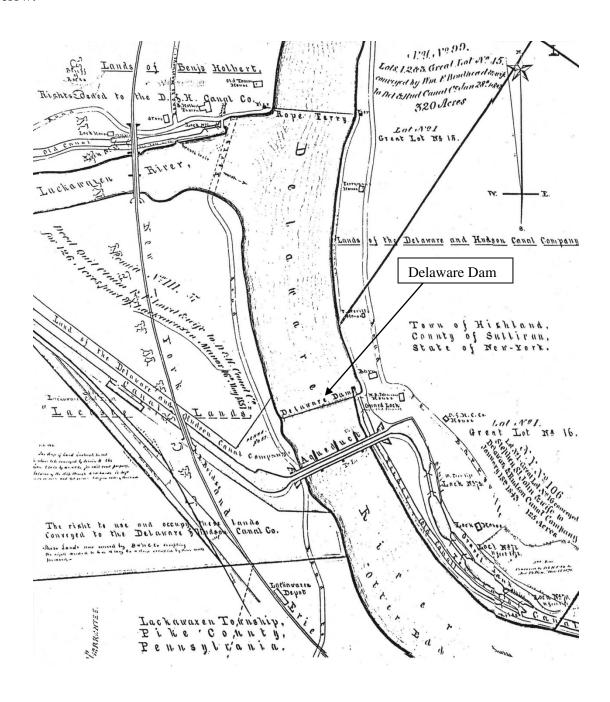
10. D&H Canal at Kimbles:



D&H Canal at Kimbles. Photo widely reproduced on the Internet; also in Matthew M. Osterberg book, p. 43, with credit there of Dave and Cyndi Wood. For a map showing this section of the D&H Canal, see Volume XV in this D&H series, pp. 392-394.

11. More on the slackwater dam, the Delaware Dam, that was up-stream from the Roebling Delaware Aqueduct (see Volume XV in this D&H series, pp. 360-363):

The Delaware Dam is shown on the map of Lackawaxen Township, Pike County, that is given below:



In the June 1, 1929 issue of *The Delaware and Hudson Company Bulletin*, p. 174, there is an article titled "Along the Old Canal," about the D&H slackwater dam that was up-river from the Delaware Aqueduct. That article is a reprint from "Two Hundred Miles on the Delaware River," by J. Wallace Hoff, 1893. Here is that remarkable article:

Along the Old Canal

THE Delaware and Hudson Canal, beginning at Honesdale, Pennsylvania, follows the windings of the Lackawaxen River to its mouth, crosses the Delaware River, to Port Jervis, and then along the foot of the sinuous Shawangunk mountain range to Eddyville on Rondout Creek.

The dam built across the river at Lackawaxen is owned by the Delaware and Hudson Canal Co. It is sixteen feet high, constructed in the most approved scientific manner, to secure strength. During the rafting season the opening for rafts is in the center.

Many stories of hair-breadth escapes in running this chute are told by all old raftsmen, and the spot is indeed a dangerous one, so much so that the company, which is a private corporation, is held responsible by the two states for all accidents to rafts incurred while going through. During the season a pilot is furnished, whose duty it is to take charge until each raft is safely through. Notwithstanding this many accidents occur, as the least faulty judgment in the mad rush will break up the mass of timber in a twinkling. The drop during a "fresh" is very great, causing a long raft to make such a bend that the bow-man cannot see the steersman until the raft straightens out. The plunge is so severe that the forward end goes completely under, drenching all hands.

We found the sluiceway on the right shore nearly closed by a temporary wing to facilitate repairs. The opening was only twelve feet wide, through which the water shot at surprising speed. We judged the rate to be about a mile per minute. The solid volume of water held itself compact for a distance of fifteen feet, with a drop of eight feet, taken in two inclines.

This huge wave then bore straight downward by its force sending upward two boat lengths

"... the company [the D&H] is held responsible by the two states for all accidents to rafts incurred while going through [the opening for rafts in the center of the Delaware Dam]. During the season a pilot is furnished, whose duty it is to take charge until each raft is safely through."

away a foamer sixteen feet in height. Swift rough water followed, between the bank and the first wing, in which racks of slabs are anchored to protect the river bed. A swift shoot under the bridge, ending in a wave-filled tail-race completes the description.

From Lackawaxen to Port Jervis we were to be accompanied by the Delaware and Hudson Canal, with its ever-attendant noise of horns and shoutings, together with the choice vocabulary of captains and mule drivers. Opposite, on a heavy grade, ran the tracks of the Erie Railroad. We could hear the engines puff and the wheels slip, and see the reflected glow from the fires as the furnace doors were thrown back.

We greatly enjoyed the camp-fire. After the trying experiences of the day the rest and cheer-fulness was welcomed by all.

-From "Two Hundred Miles on the Delaware River." By J. Wallace Hoff, 1893.

12. The biographical portrait of John J. Kalligan ("Worked in 'Dog's Nest'") that was published in the September 1, 1931 issue of *The Delaware and Hudson Railroad Bulletin* (pp. 259-260, 268) contains many details about the operation of the Delaware and Hudson Canal that are reported nowhere else in print. It also contains some very interesting details on D&H trains on the Susquehanna Division and in the Oneonta yard (where Kalligan worked later in his career with the D&H). For that reason, we present here, for the record, that biographical portrait of John J. Kalligan in its entirety:



DELAWARE AND HUDSON RAILROAD



BULLETIN-

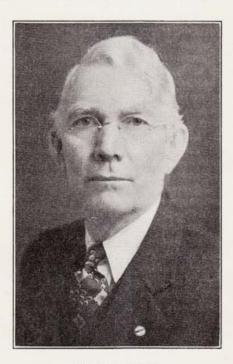
Worked in "Dog's Nest"

Veteran Railroader's First Position Was at Canal Coal Loading Basin

ENT over a chute of flowing anthracite, under the watchful eye of a coal inspector JOHN KALLIGAN initiated his 46-year career with the Delaware and Hudson as a slate picker at Honesdale, Pa., in 1874, at the age of 13. The coal after being dumped from the Gravity Railroad cars on the slope of the hill overlooking the present site of the passenger station, passed through a series of chutes to the boats in the canal basin. As the anthracite rattled down the chutes over the portion of the basin known as the "dog's nest," it passed by a group of eight or ten boys, seated in pairs on an elevated platform. Beneath there was room for three boats, each to be

loaded with a different size of coal.

Retarding the flow of the black diamonds with their heavy leather shoes, the boys removed and threw into an empty car beside them what rock and slate had escaped the eyes of similarly employed youths in the breakers at Carbondale. This refuse was later removed to the Gravity Railroad to be used for ballast and for filling ravines. After it had passed each successive pair of boys, and had undergone a final washing under a heavy stream of water pouring from a pipe at their backs, the coal



JOHN J. KALLIGAN

dropped into the boats

JOHN'S father was a gauger at the docks. It was his duty to stand in a boat while it was being loaded, holding a pole notched to indicate the depth of coal aboard at all times. When it reached a level equivalent to the boat's capacity, he signaled the chute operator to stop. Through him JOHN learned much about canalling, and after a short time in this and other positions at the canal terminal, he began running on a boat between Honesdale and Rondout.

Many were the exciting races between rival boatmen on the level stretches between the 110 locks on the 108-mile canal. Ordinarily it took from four to five days to haul a boat

that distance with a team of two horses, although when traffic was brisk the entire trip was sometimes made without removing the horses' harnesses, thereby cutting the running time considerably. The levels varied in length: there was one seventeen miles long, one twelve, several four, while the balance were all shorter. When night descended they pressed on until a lock was reached, no matter if it took until morning, so that another boat could not pass theirs while they slept.

At times as many as eight or ten boats would be

grouped at a lock waiting to be "locked through." The horses were so well trained that they would stop a safe distance from the boat ahead. While awaiting their turn, the animals grazed beside the towpath.

"Come ahead loaded boat," shouted from the lock, meant that the operator was ready for the next Rondout-bound boat. Immediately upon hearing this cry, the horses would start up, whether or not the driver was on hand to urge them forward.

MR. KALLIGAN recalls an incident which clearly shows the high intelligence of the canal horses. At intervals along the canal a man with a horse and two-wheeled cart was stationed; it was his duty to locate and report any leaks in the canal walls, local water shortages, or infractions of the rules. To prevent trespassers driving carriages along the towpath, closely-spaced posts were driven in the ground beside the canal.

Drivers were under strict orders to be out on the towpath when the boat was in motion, although many of the horses were so well trained that they would make the entire trip without mishap if left to themselves. One day while the driver was eating his dinner aboard the boat, the horse passed on the outside of one of these posts. Had this fact been unnoticed, when the boat passed the post, the fouled rope would have pulled the horse into the canal. One of the inspectors, driving up from the opposite direction, saw what was about to happen.

"Get back around that post," he bellowed at the

top of his voice. The animal stopped, wheeled about, walked around the post again, and proceeded. The inspector, amused by the incident, laughed heartily and cautioned the driver as the boat went by.

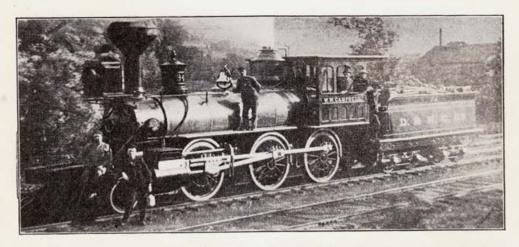
If a canaller so desired, he could purchase a boat from the company. He was paid 65 cents per ton of coal transported, a boat load approximating 130 tons. Twenty dollars was deducted from his earnings for each trip until the team and boat were paid for. He was then given a new boat free of charge.

On the day that President Garfield was assassinated, in 1881, MR. KALLIGAN completed his last trip on the canal. That fall he entered the employ of the Erie Railroad at Susquehanna, Pa., where he eventually became conductor of way freight operating between Susquehanna and Carbondale. Late in 1883, he took a position in a boiler shop at Roanoke, Va., until March, 1884.

During the afternoon of April 1, 1884, MR. KALLIGAN, then 23 years old, walked into the office of Yardmaster Howard Evans, at Oneonta, to apply for a position in the train service. He was told to report for duty the following morning with a crew running between Oneonta and Delanson.

At that time two freight trains were operated between Oneonta and Albany, while all other Oneonta men "turned" at Quaker Street, now Delanson. A round trip between Oneonta and Delanson or Oneonta and Binghamton was considered one and onequarter days' work; Oneonta to Albany and return

(Continued on page 268)



Albany and Susquehanna Engine 94 was built in the Dickson Plant, Scranton, Pa. Seated on pilot is Frank W. Brosmer; standing on ground, MR. KALLIGAN; on running-board, William Fellows, fireman. The men in the cab are unknown.

Worked in "Dog's Nest" (Continued from page 260)

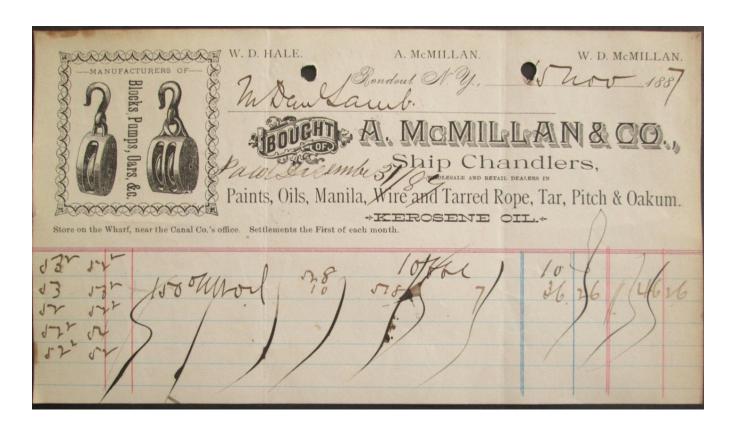
was a two-day run; while an Oneonta to Nineveh trip earned only one day's pay. Conductors received \$65 for a month of 26 days; trainmen were paid \$45 per month.

Eighteen miles per hour was the speed limit on Susquehanna Division freight trains when MR-KALLIGAN was employed. To enforce this ruling, a speed recorder, a device connected with the axle, which drew a fluctuating line on a roll of paper, was located in the caboose. The enginemen became so adept at keeping within this speed restriction that they could run over the road, up hill and down, within a few seconds of the allotted timeper mile.

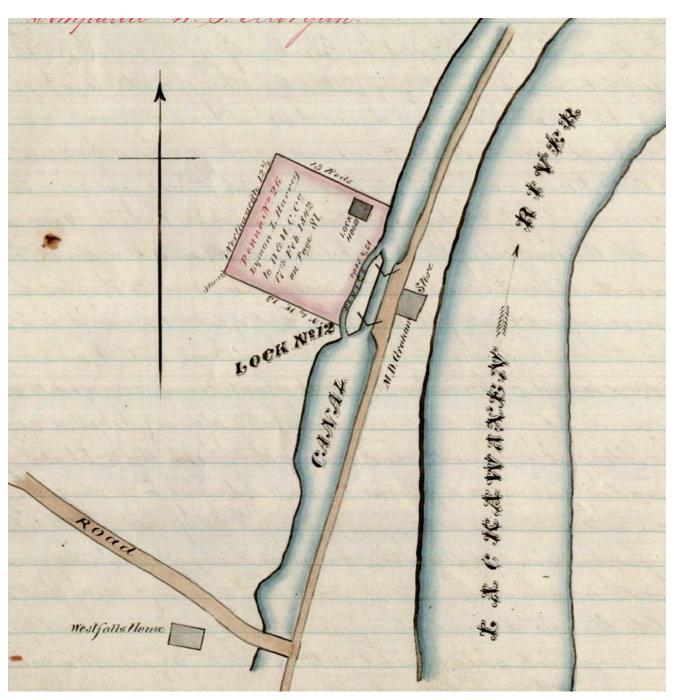
The last years of MR. KALLIGAN'S service were spent on what is termed the "pull down" job in the Oneonta Yard. This crew makes up trains for the Pennsylvania Division in the lower classification yard, pulling them down to the air tracks below the Pony Farm crossing.

MR. and MRS. KALLIGAN have lived for many years in their home at 69 Elm Street, Oneonta. They have two living children, Thomas J. Kalligan, a professor in the Horace Mann High School, New York City; and Henry F. Kalligan, a passenger solicitor for the Pennsylvania Railroad.

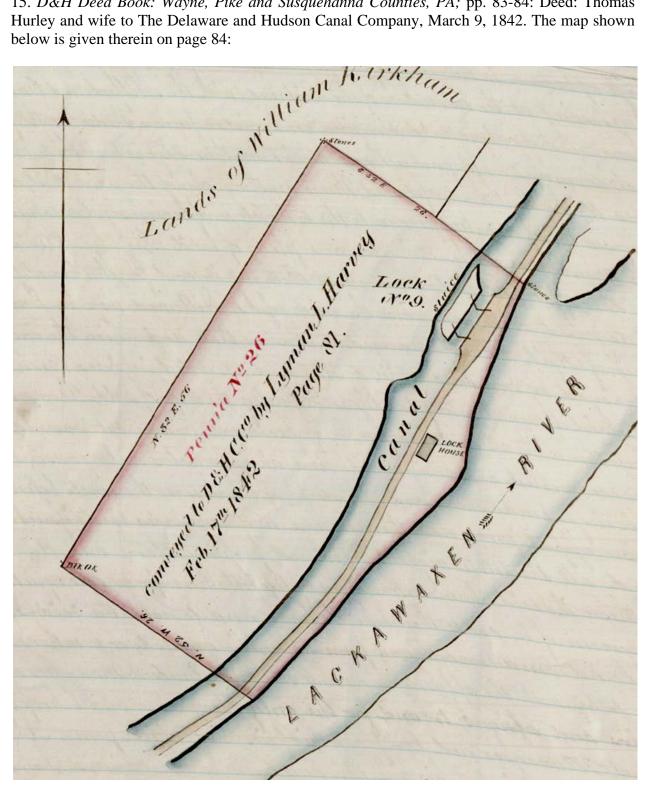
13. Bill head from A. McMillan & Co., Ship Chandlers, Rondout, NY from November 1887. The location of this store is given on the billhead as follows: "Store on the Wharf, near the Canal Co.'s office." Our thanks to John V. Buberniak for bringing to our attention this item, which was offered for sale on E-Bay on January 14, 2018.



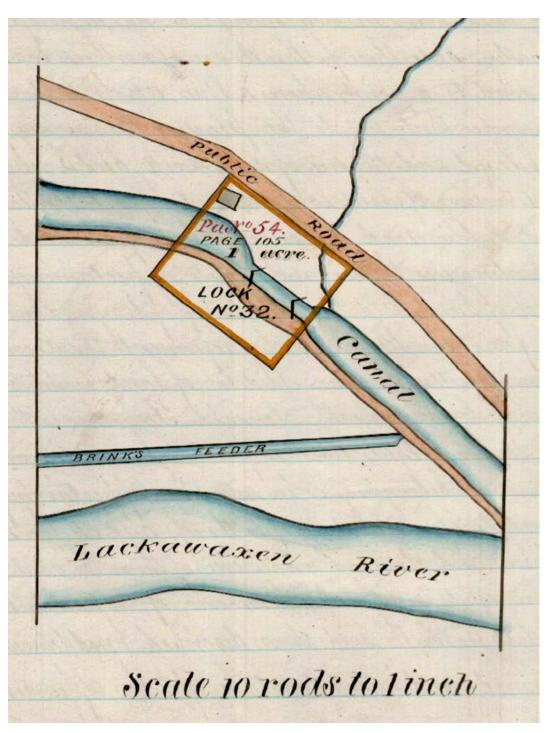
14. *D&H Deed Book: Wayne, Pike and Susquehanna Counties, PA;* pp. 81-82: Deed: Lyman Harvey to The Delaware and Hudson Canal Company, February 17, 1842. The map shown below is given therein on page 82:



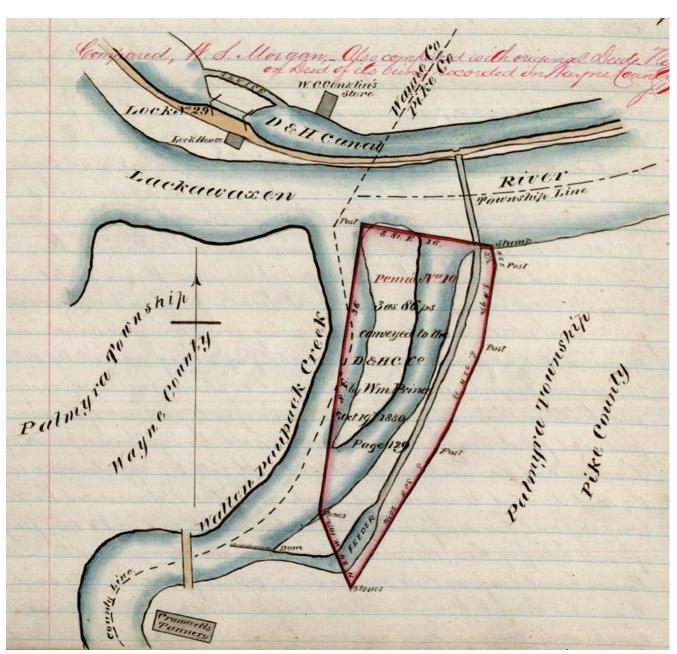
15. D&H Deed Book: Wayne, Pike and Susquehanna Counties, PA; pp. 83-84: Deed: Thomas Hurley and wife to The Delaware and Hudson Canal Company, March 9, 1842. The map shown below is given therein on page 84:



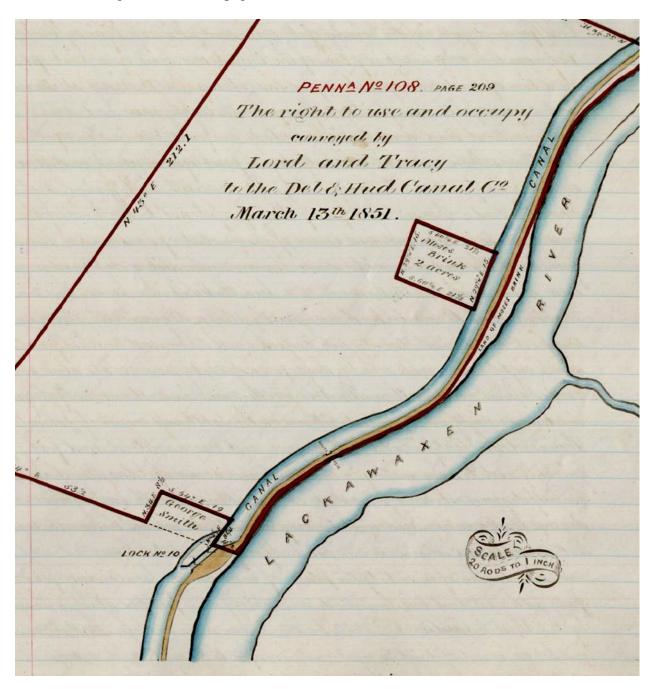
16. *D&H Deed Book: Wayne, Pike and Susquehanna Counties, PA;* pp. 105-106: Deed: Amzi Fuller and wife to The Delaware and Hudson Canal Company, September 8, 1846. The map shown below is given therein on page 106:



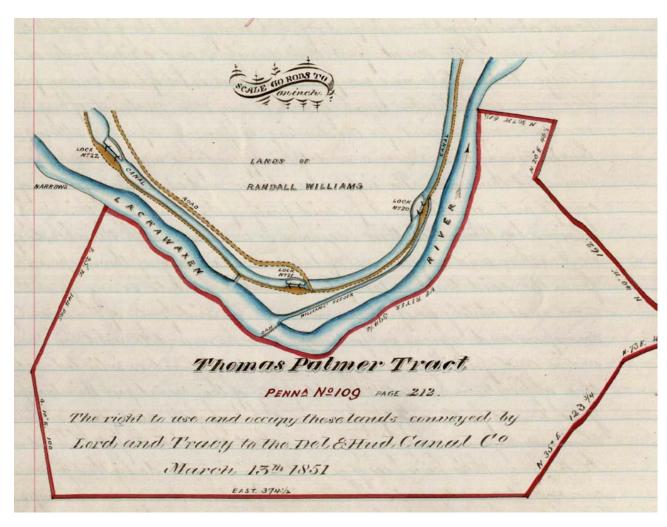
17. *D&H Deed Book: Wayne, Pike and Susquehanna Counties, PA;* pp. 129-130: Deed: William Prince alias Prince W. P. Annis to The Delaware and Hudson Canal Company, October 19, 1830. The map shown below is given therein on page 130:



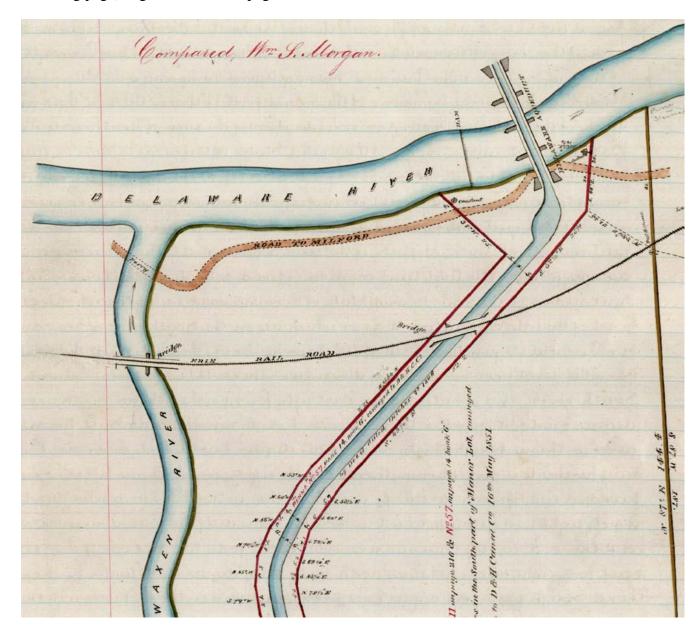
18. *D&H Deed Book: Wayne, Pike and Susquehanna Counties, PA;* pp. 202-205: Deed: Russel F. Lord and wife to The Delaware and Hudson Canal Company, March 13, 1851. The map shown below is given therein on page 205:

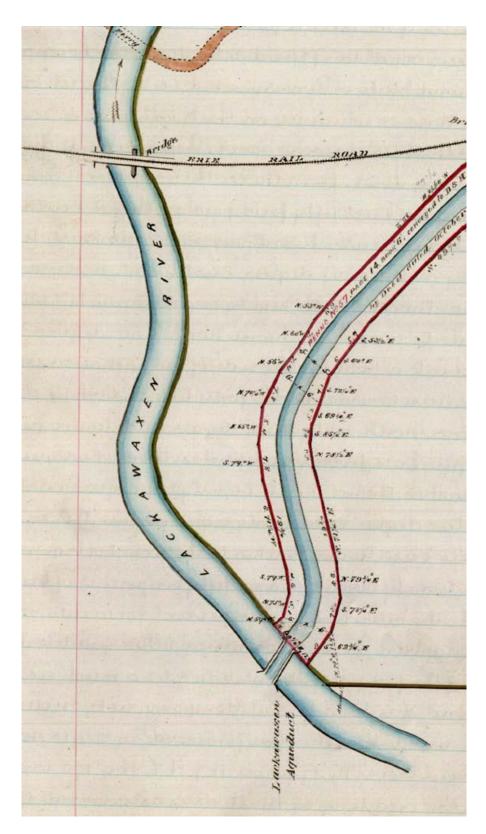


19. *D&H Deed Book: Wayne, Pike and Susquehanna Counties, PA;* pp. 206-208: Deed: Thos. H. R. Tracy and wife to The Delaware and Hudson Canal Company, March 13, 1851. The map shown below is given therein on page 208:

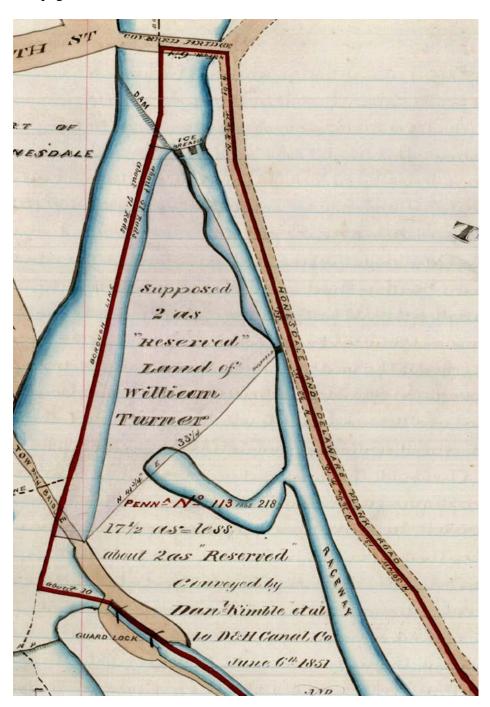


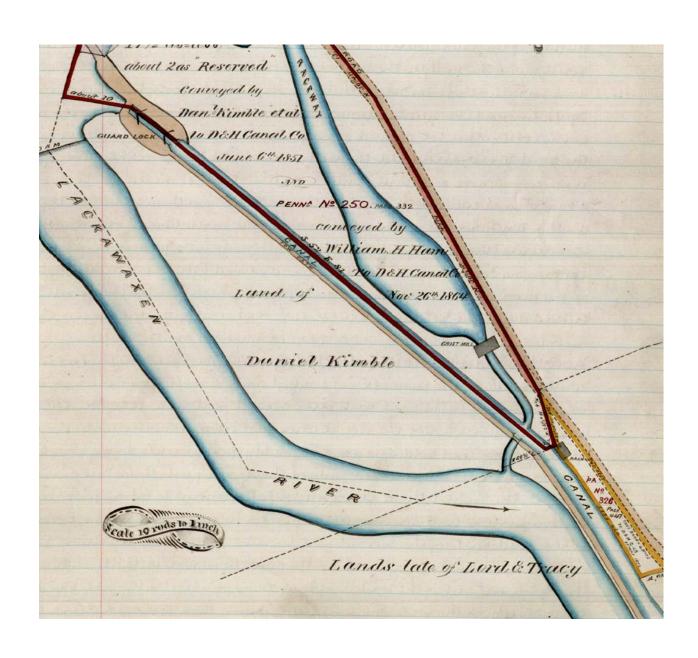
20. *D&H Deed Book: Wayne, Pike and Susquehanna Counties, PA;* pp. 212-215: Deed: Russel F. Lord and wife and Thomas H. R. Tracy & wife to The Delaware and Hudson Canal Company, March 13, 1851. The map shown below (in two details, one on this page and one on the following page) is given therein on page 215:





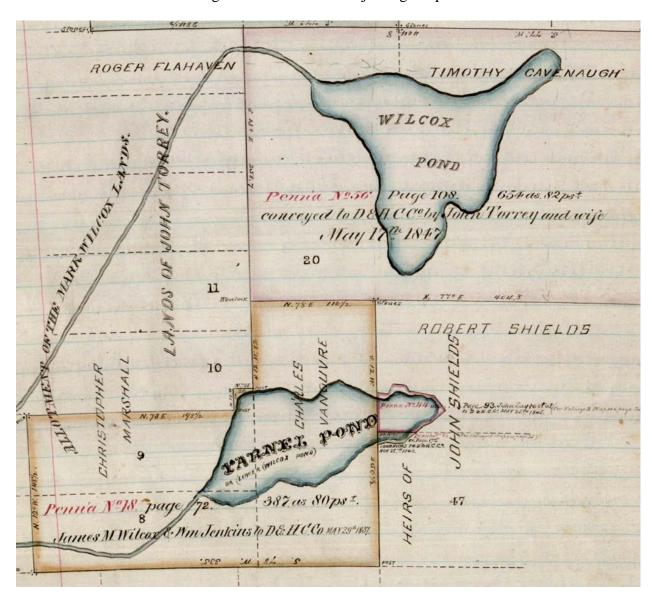
21. *D&H Deed Book: Wayne, Pike and Susquehanna Counties, PA;* pp. 218-221. Deed: Daniel Kimble and Benjamin F. Kimble and wife to The Delaware and Hudson Canal Company, June 6, 1851. The map shown below (in two details, one on this page and one on the following page) is given therein on page 221:



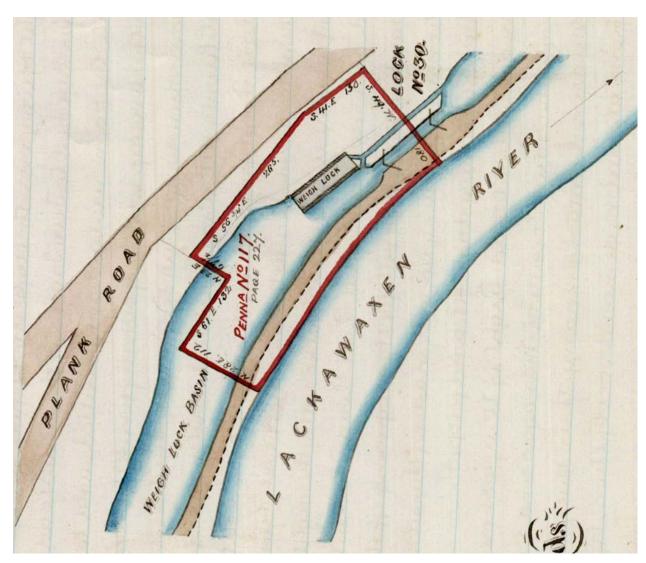


22. *D&H Deed Book: Wayne, Pike and Susquehanna Counties, PA;* pp. 224-226: Deed: Jacob L. Keen and wife to The Delaware and Hudson Canal Company, August 26, 1851. The map shown below is given therein on page 226:

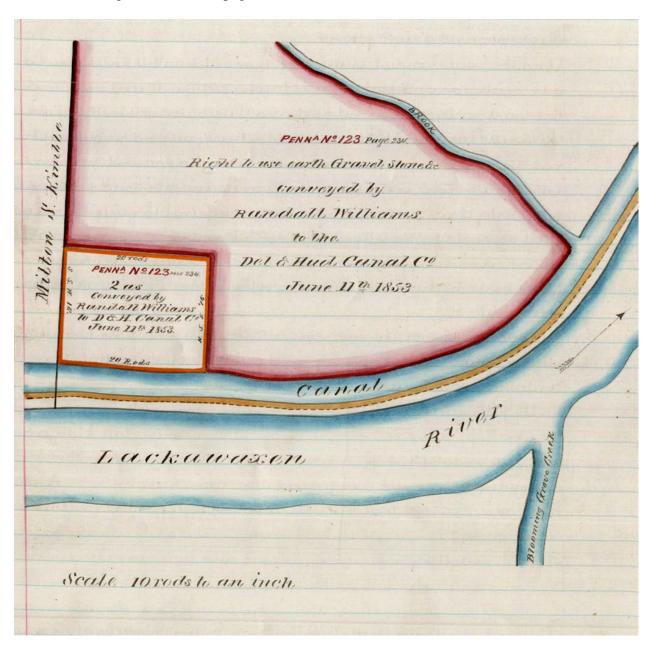
"the right to flow the lands adjoining the ponds"



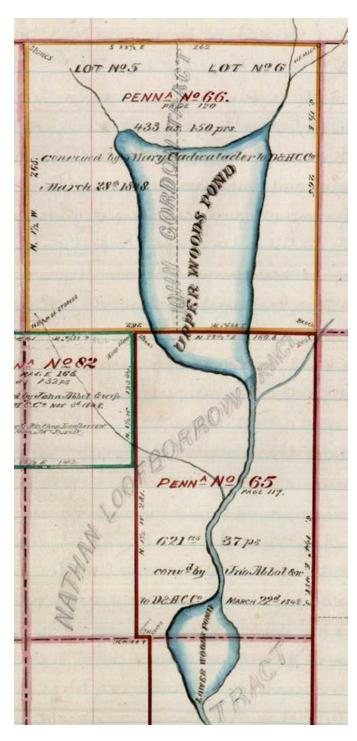
23. *D&H Deed Book: Wayne, Pike and Susquehanna Counties, PA;* pp. 227-229: Deed: Stephen Torrey and wife and Russel F. Lord and wife and Thomas R. Tracy and wife and Jacob B. Fitch and wife to The Delaware and Hudson Canal Company, September 3, 1851. The map shown below is given therein on page 229:



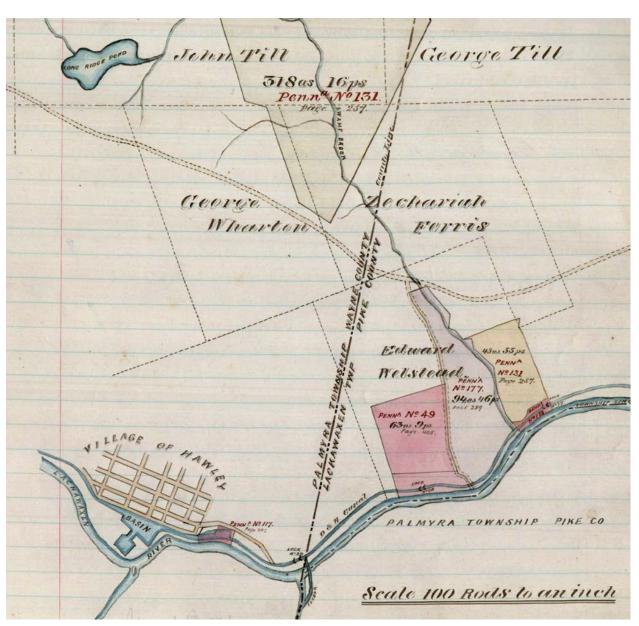
24. *D&H Deed Book: Wayne, Pike and Susquehanna Counties, PA;* pp. 234-236: Deed: Randall Williams and wife to The Delaware and Hudson Canal Company, June 11, 1853. The map shown below is given therein on page 236:



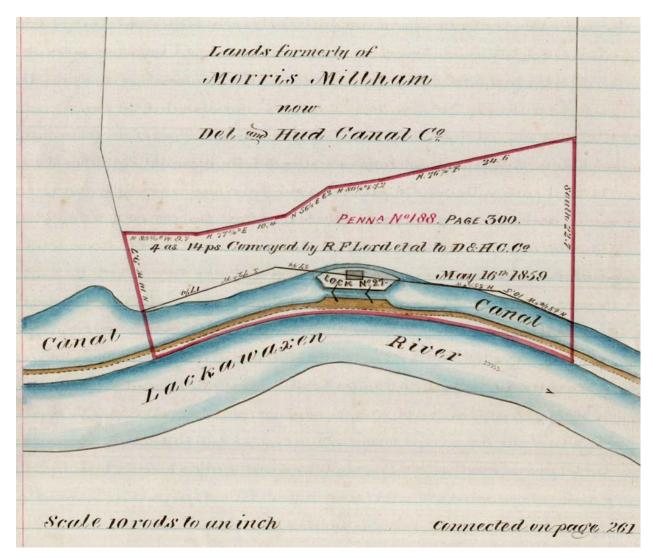
25. *D&H Deed Book: Wayne, Pike and Susquehanna Counties, PA;* pp. 242-243: Assignment: James R. Dickson and wife to The Delaware and Hudson Canal Company, July 30, 1853. The map shown below is given therein on page 243:



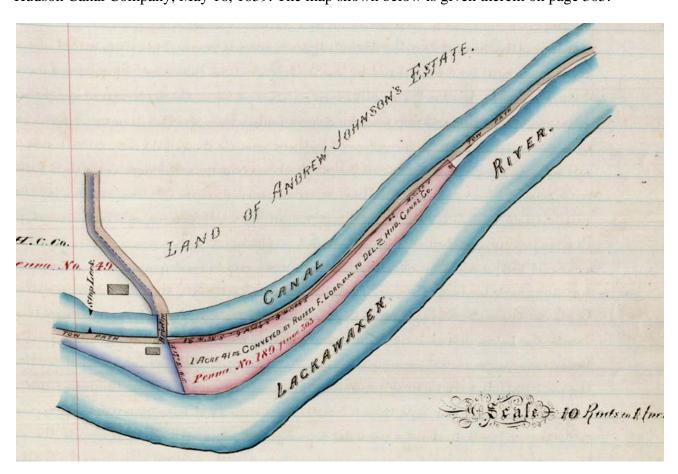
26. *D&H Deed Book: Wayne, Pike and Susquehanna Counties, PA;* pp. 257-261: Deed: Russel F. Lord and wife and Thos. H. R. Tracy and wife to The Delaware and Hudson Canal Company, August 7, 1854. The map shown below is given therein on page 261:



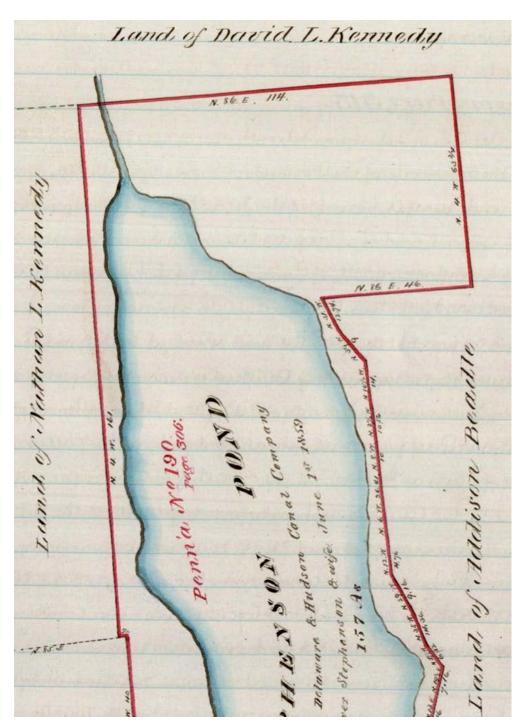
27. *D&H Deed Book: Wayne, Pike and Susquehanna Counties, PA;* pp. 300-302: Deed: R. F. Lord and wife and Anna A. Tracy admx. of the Estate of Thomas H. R. Tracy deceased to The Delaware and Hudson Canal Company, May 16, 1859. The map shown below is given therein on page 302:

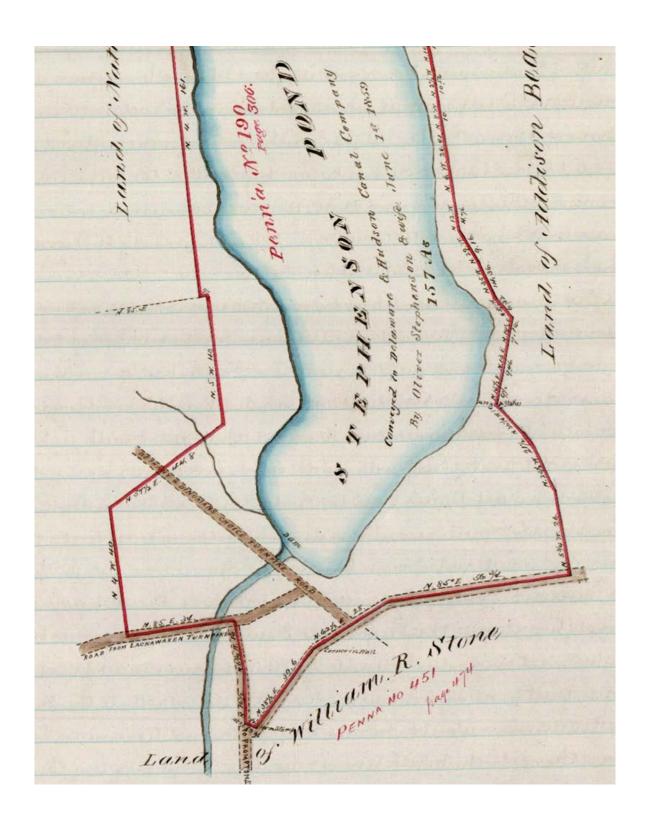


28. *D&H Deed Book: Wayne, Pike and Susquehanna Counties, PA;* pp. 303-305: Deed: R. F. Lord and wife and Anna A. Tracy admix of estate of Thomas H. R. Tracy to The Delaware and Hudson Canal Company, May 16, 1859. The map shown below is given therein on page 305:

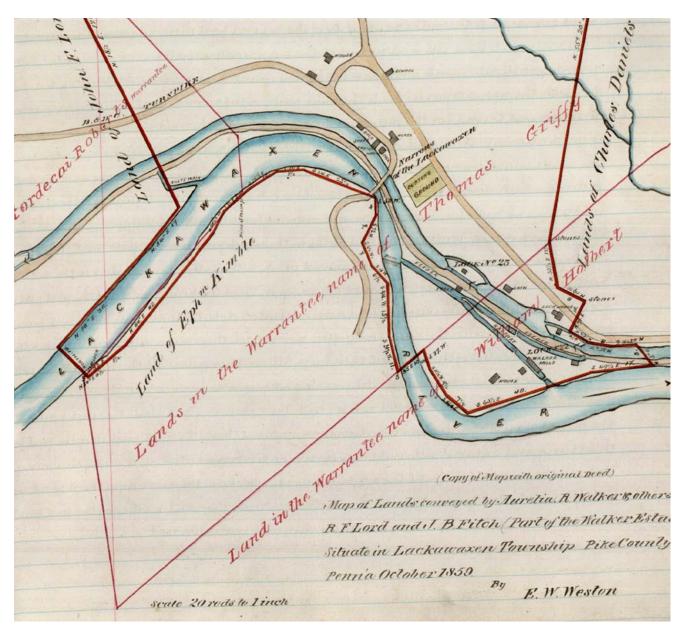


29. *D&H Deed Book: Wayne, Pike and Susquehanna Counties, PA;* pp. 306-309: Deed: Oliver Stevenson and wife to The Delaware and Hudson Canal Company, June 1, 1859. The map shown below (in two details, one on this page and one on the following page) is given therein on page 309:

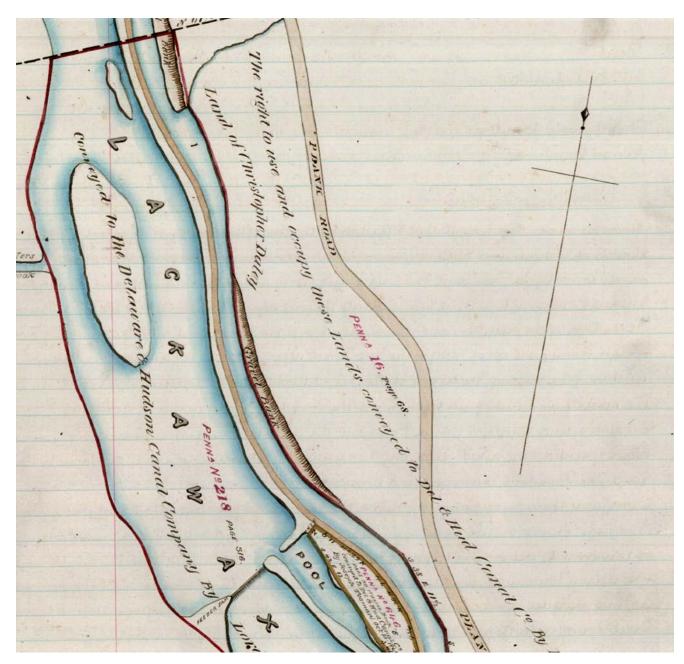


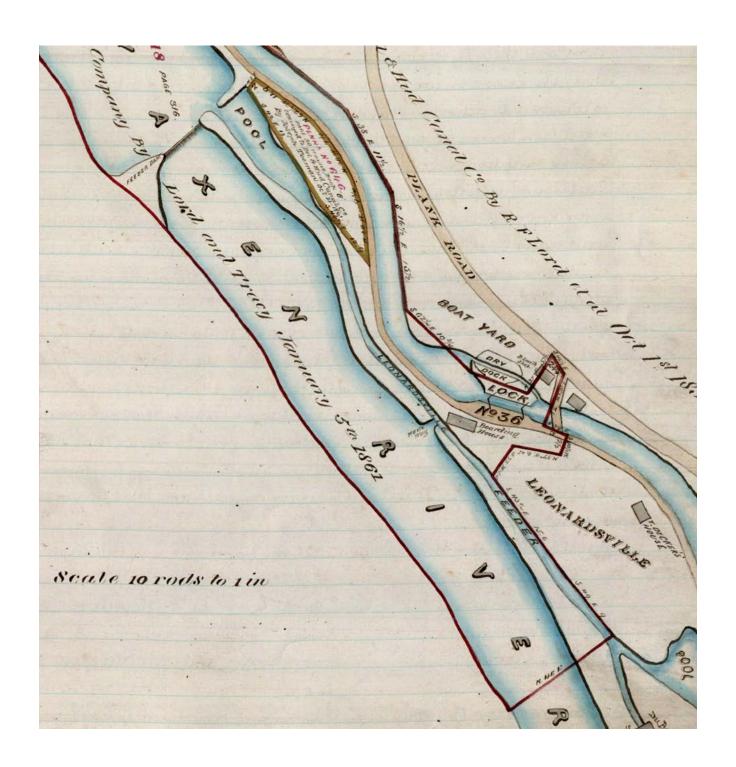


30. *D&H Deed Book: Wayne, Pike and Susquehanna Counties, PA;* pp. 310-313: Deed: Jacob B. Fitch and wife to The Delaware and Hudson Canal Company, November 19, 1859. The map shown below is given therein on page 313:

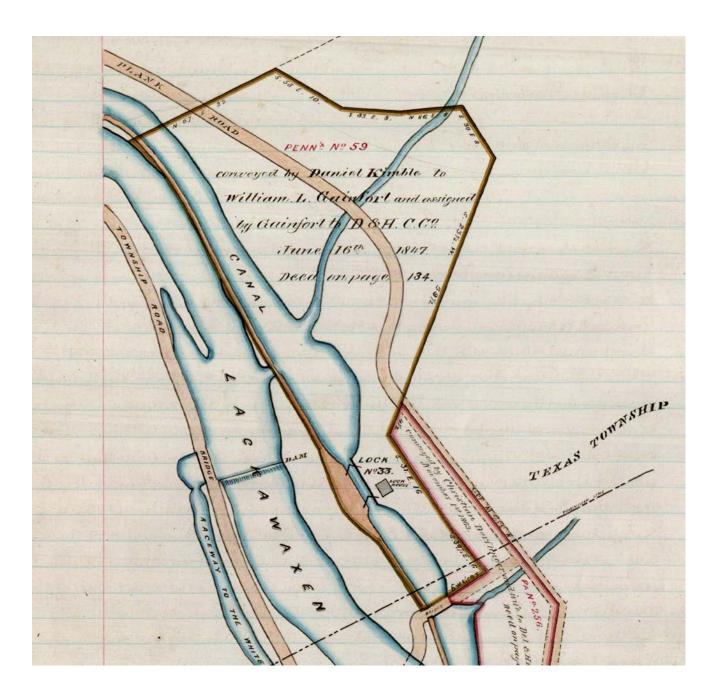


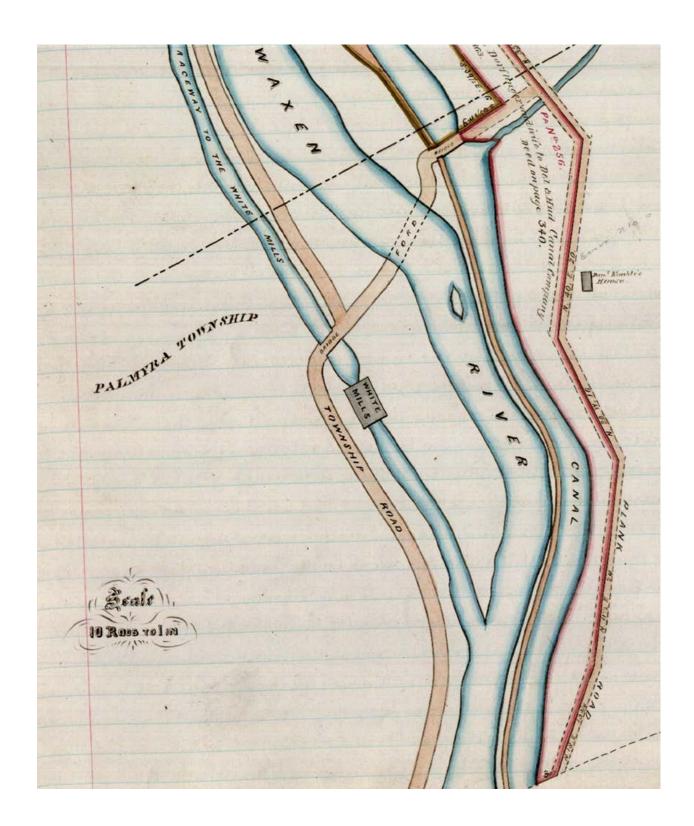
31. *D&H Deed Book: Wayne, Pike and Susquehanna Counties, PA;* pp. 319-323: Deed: Roswell P. Patterson and wife to The Delaware and Hudson Canal Company, September 3, 1861. The map shown below (in two details, one on this page, and one on the following page) is given therein on page 323:



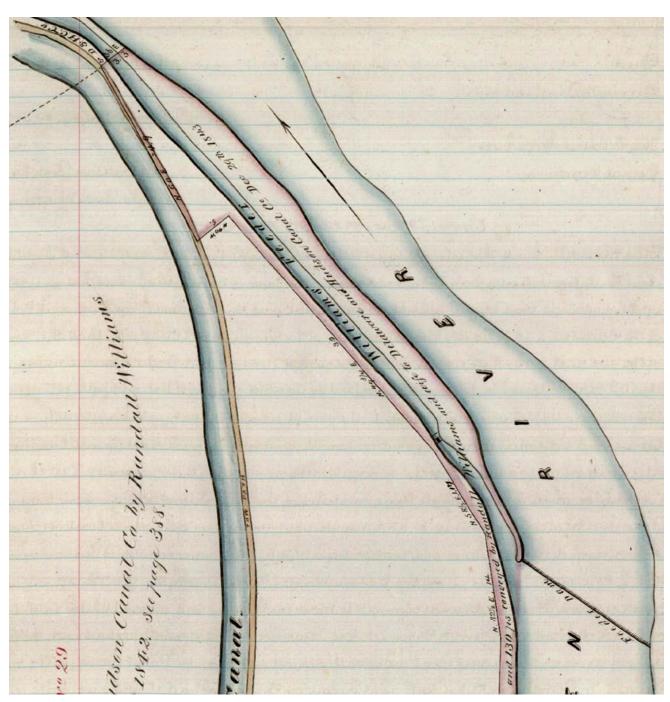


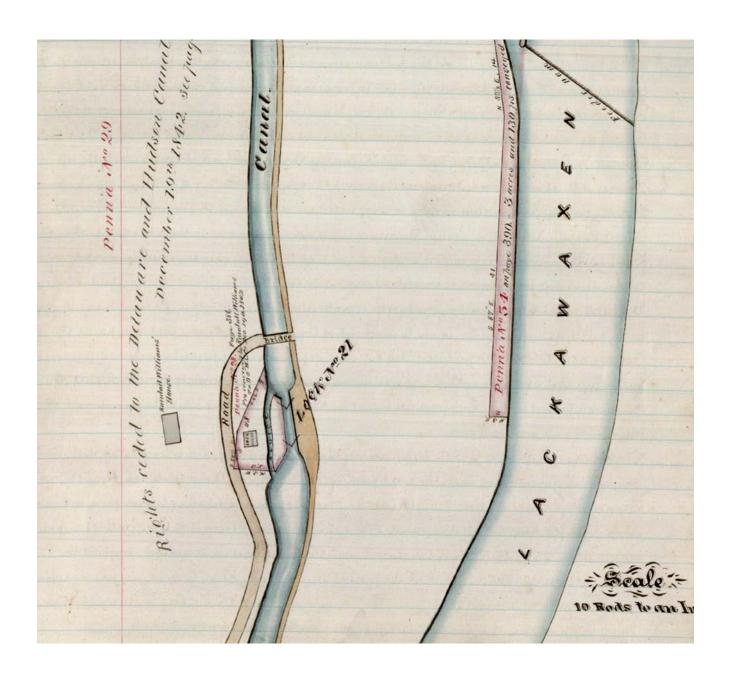
32. *D&H Deed Book: Wayne, Pike and Susquehanna Counties, PA*; pp. 337-339: Deed: Harvey and wife to The Delaware and Hudson Canal Company, August 24, 1865. The map shown below (in two details, one on this page and one on the following page) is given therein on page 339:



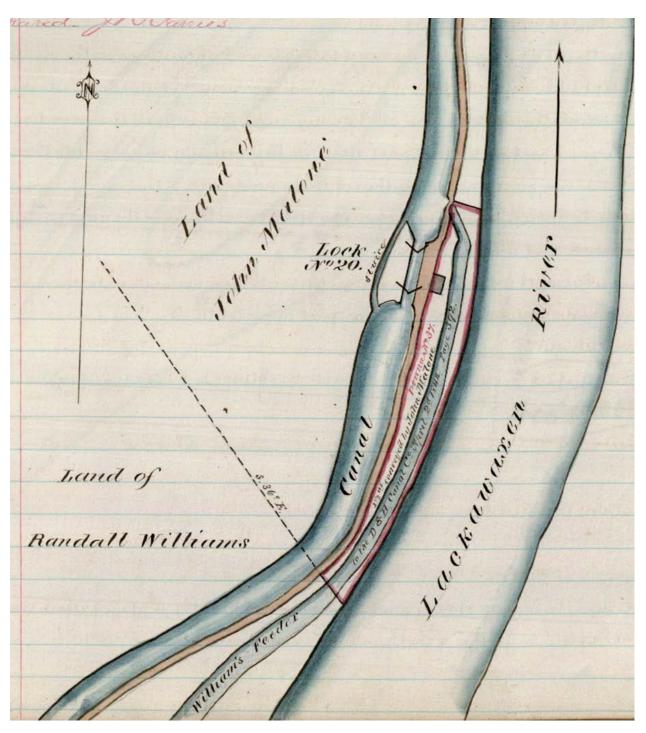


33. *D&H Deed Book: Wayne, Pike and Susquehanna Counties, PA;* pp. 382-383: Deed: Mary Kelly to The Delaware and Hudson Canal Company, July 17, 1867. The map shown below (in two details, one on this page, and one on the following page) is given therein on page 383:

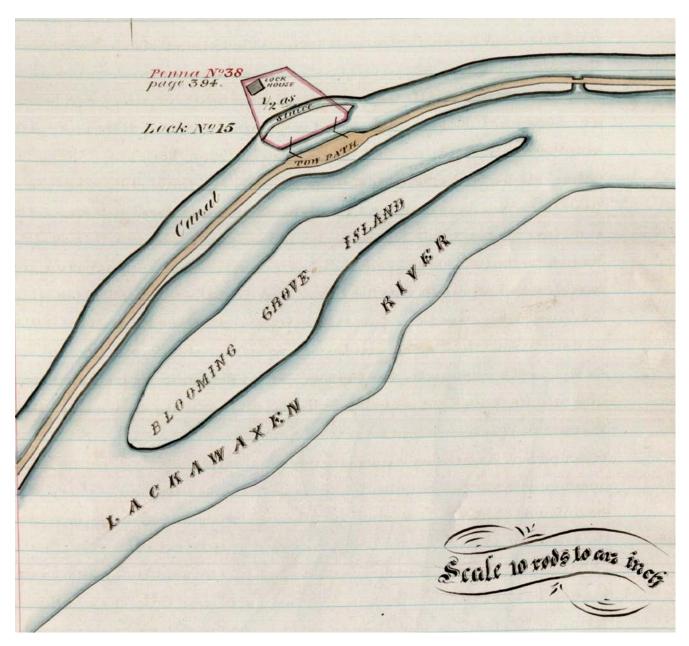




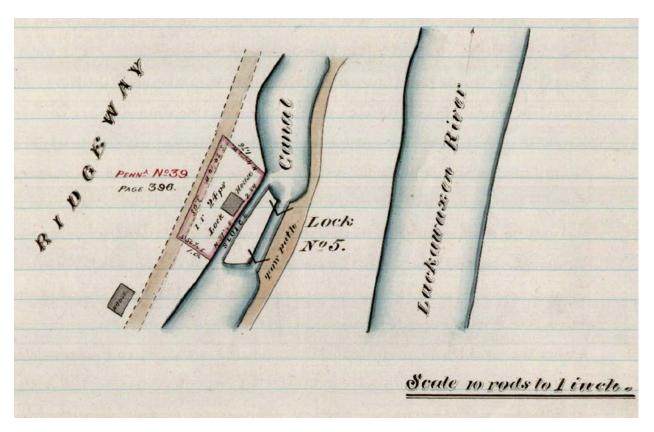
34. *D&H Deed Book: Wayne, Pike and Susquehanna Counties, PA;* pp. 392-393: Deed: John Malone and wife to The Delaware and Hudson Canal Company, April 2, 1844. The map shown below is given therein on page 393:



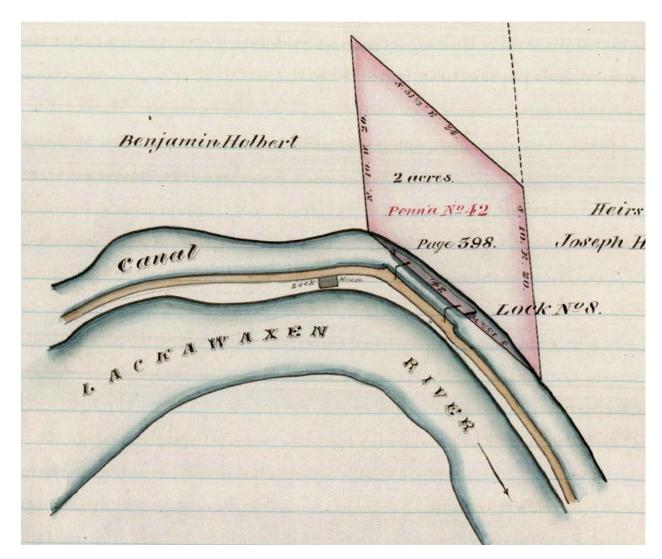
35. *D&H Deed Book: Wayne, Pike and Susquehanna Counties, PA;* pp. 394-395: Deed: James Avery and wife to The Delaware and Hudson Canal Company, April 3, 1844. The map shown below is given therein on page 395:

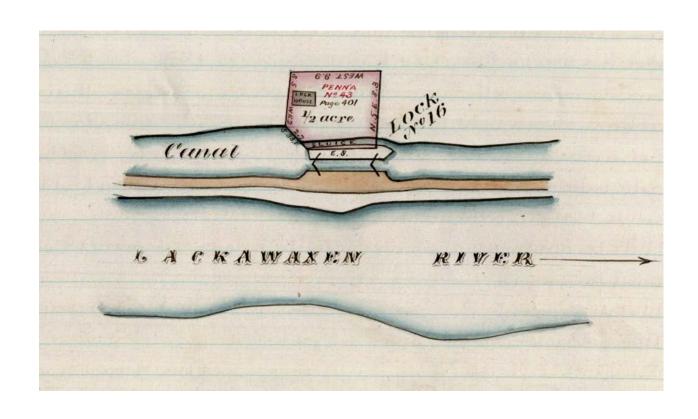


36. *D&H Deed Book: Wayne, Pike and Susquehanna Counties, PA;* pp. 396-397: Deed: Wm. J. Conkling to The Delaware and Hudson Canal Company, May 11, 1844. The map shown below is given therein on page 397:

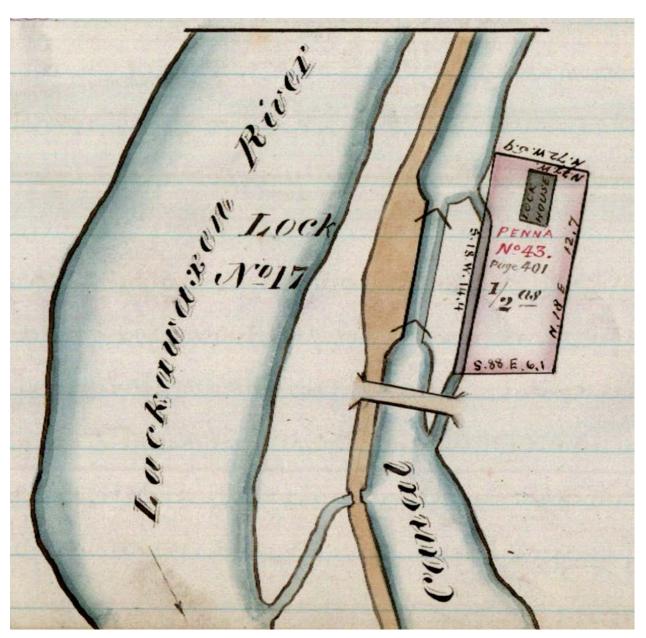


37. *D&H Deed Book: Wayne, Pike and Susquehanna Counties, PA;* pp. 398-400: Deed: No. 42 Benjamin Holbert to Henderson D. Harvey, December 14, 1844, and No. 42 Assignment: H. D. Harvey and wife to The Delaware and Hudson Canal Company, December 30, 1844. Two maps, both shown below (one on this page and one on the following page), on page 400 in this deed book:

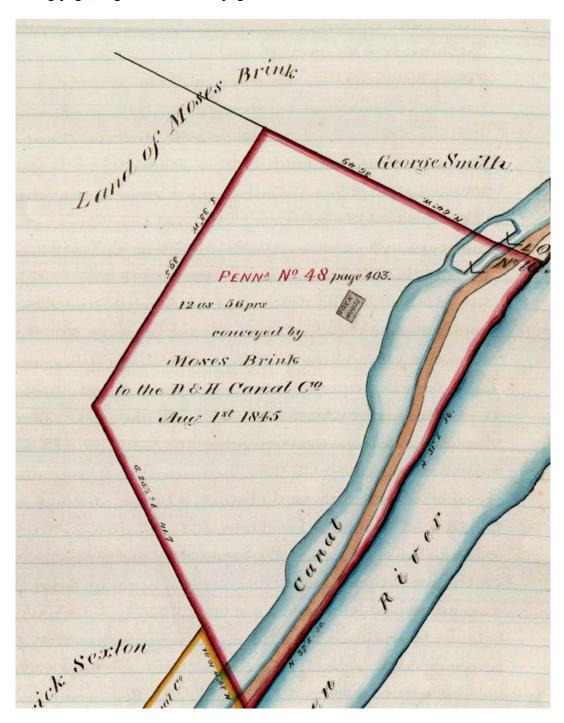


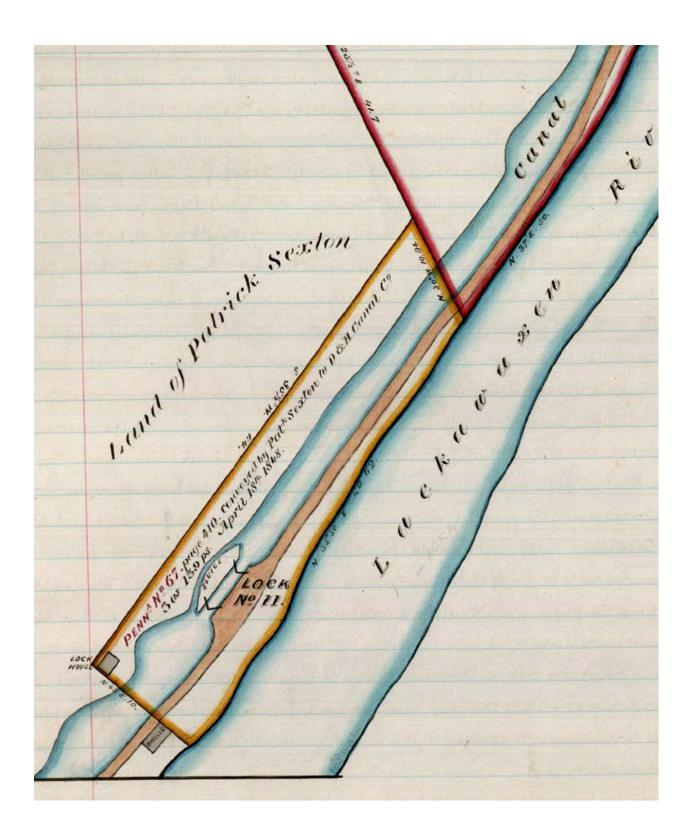


38. *D&H Deed Book: Wayne, Pike and Susquehanna Counties, PA;* pp. 401-402: Deed: Jacob Kimble and wife to The Delaware and Hudson Canal Company, December 30, 1844. The map shown below is given therein on page 402:

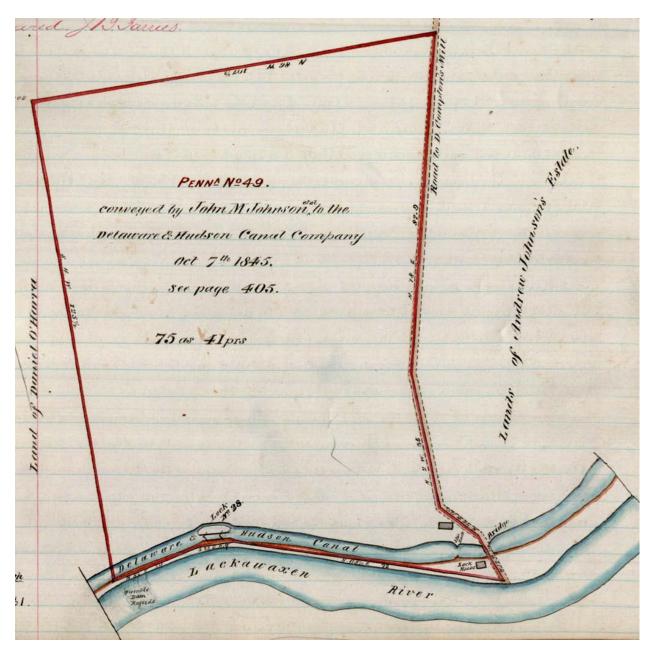


39. *D&H Deed Book: Wayne, Pike and Susquehanna Counties, PA;* pp. 405-407: Deed: John M. Johnson, Daniel Johnson, Dennis Johnson, Eleanor Johnson to The Delaware and Hudson Canal Company, October 7, 1845. The map shown below (in two details, one on this page, and one on the following page) is given therein on page 407:

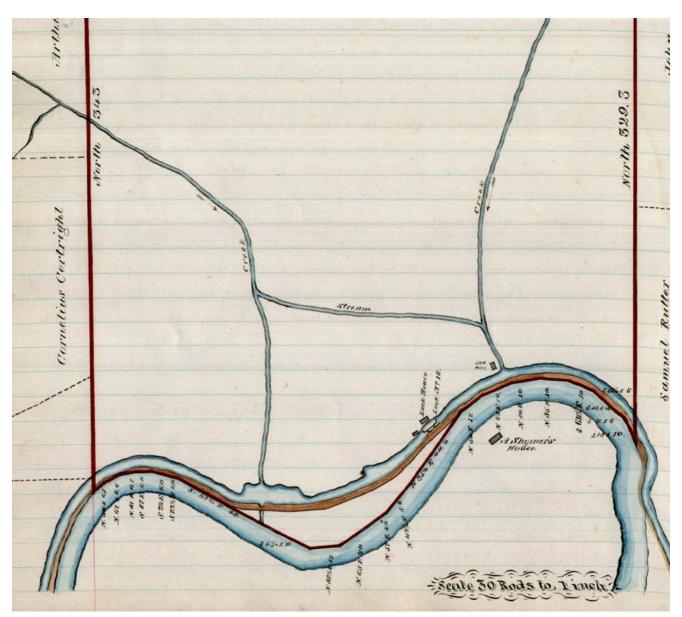




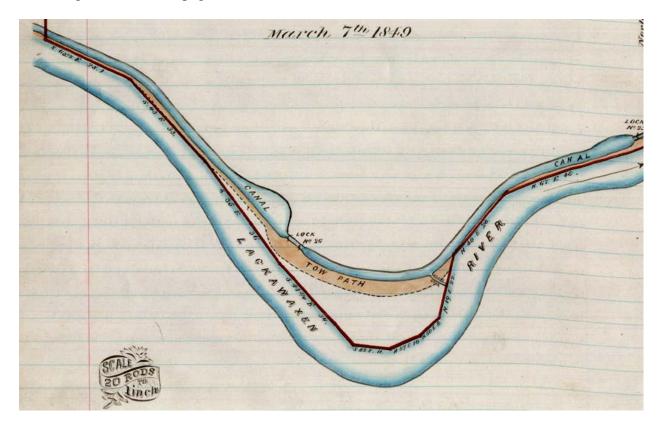
40. *D&H Deed Book: Wayne, Pike and Susquehanna Counties, PA;* pp. 410-411: Deed: Patrick Sexton and wife to The Delaware and Hudson Canal Company, April 18, 1848. The map shown below is given therein on page 411:



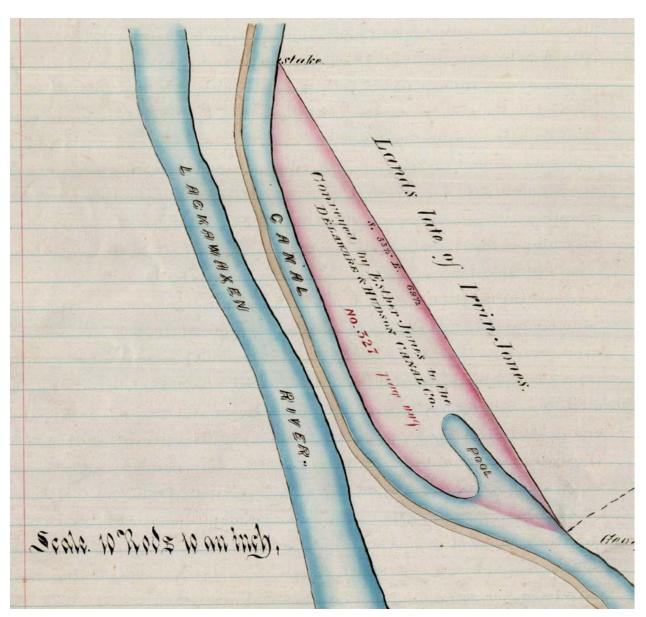
41. *D&H Deed Book: Wayne, Pike and Susquehanna Counties, PA;* pp. 414-416: Deed: Gilead A. Smith to The Delaware and Hudson Canal Company, March 1, 1849. The map shown below is given therein on page 416:



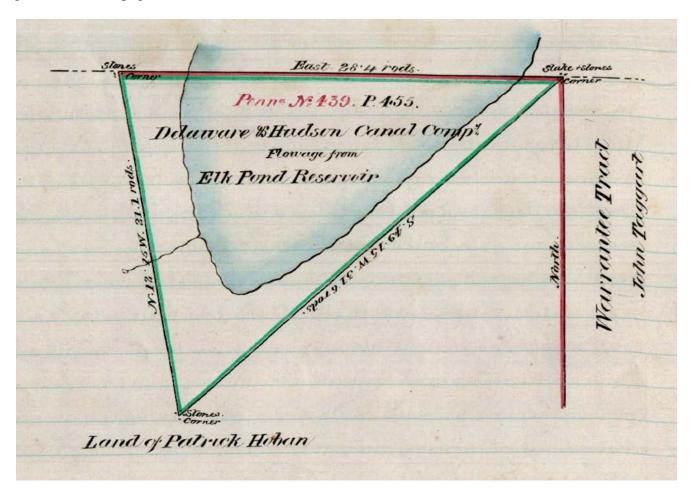
42. *D&H Deed Book: Wayne, Pike and Susquehanna Counties, PA;* pp. 421-422: Deed: Owen Smith and wife to The Delaware and Hudson Canal Company, October 7, 1867. The map shown below is given therein on page 422:



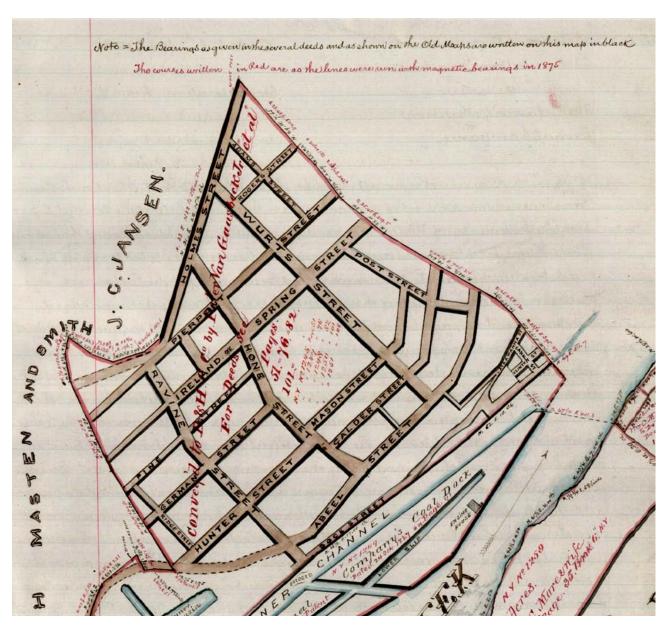
43. *D&H Deed Book: Wayne, Pike and Susquehanna Counties, PA*; pp. 449-450: Deed: Esther Jones to The Delaware and Hudson Canal Company, June 16, 1870. The map shown below is given therein on page 450:

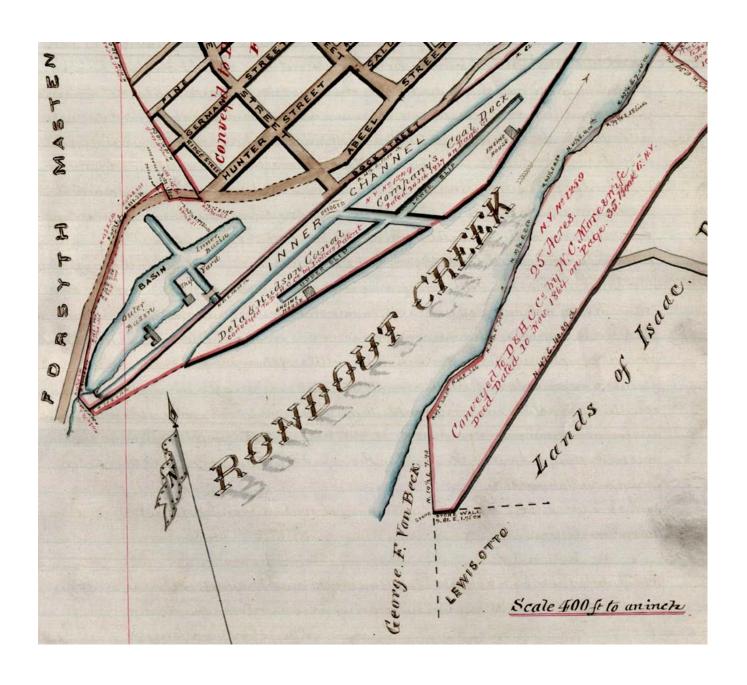


44. *D&H Deed Book: Wayne, Pike and Susquehanna Counties, PA;* pp. 455-456: Deed: Patrick Hoban to The Delaware and Hudson Canal Company, May 27, 1874. The map shown below is given therein on page 456:

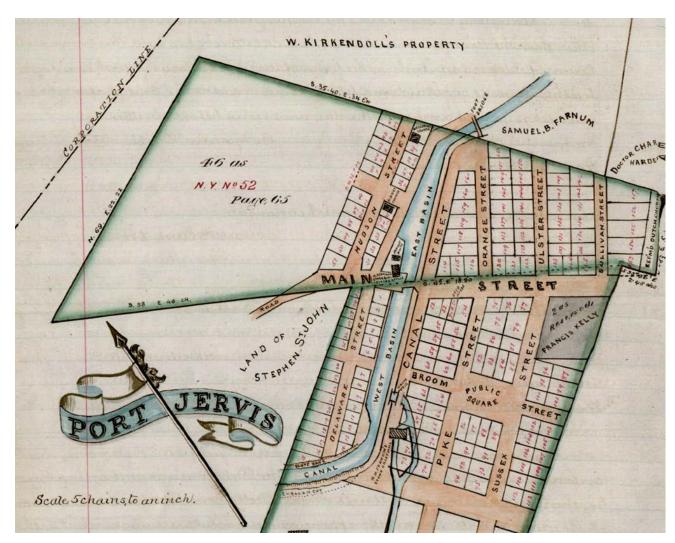


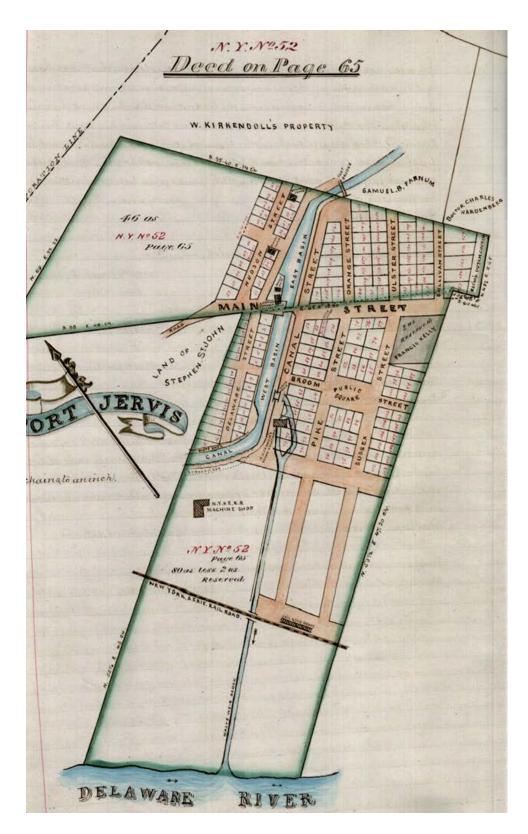
45. *D&H Deed Book: New York;* pp. 51-57: Deed: Peter Van Gaasbeck Jr. et al to The Delaware and Hudson Canal Company, April 6, 1826. The map shown below (in two details, one given on this page and one on the following page) is given therein on page 57:



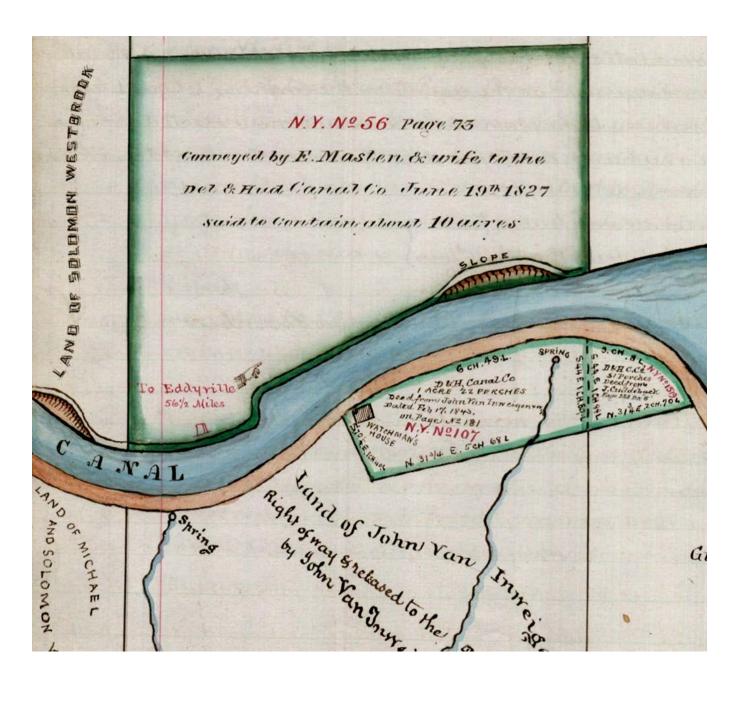


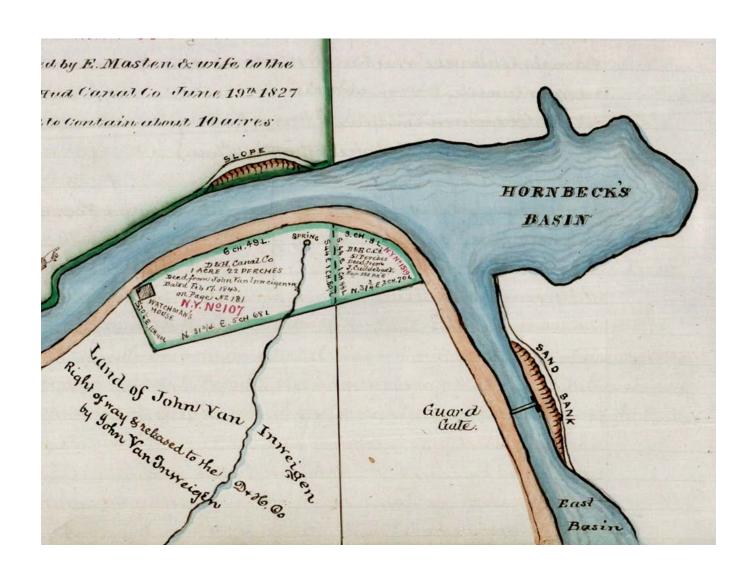
46. *D&H Deed Book: New York;* pp. 64-67: Deed: Porteous R. Root to The Delaware and Hudson Canal Company, August 2, 1826. The map shown below (a detail on this page, and the complete map on the following page) is given therein on page 64:



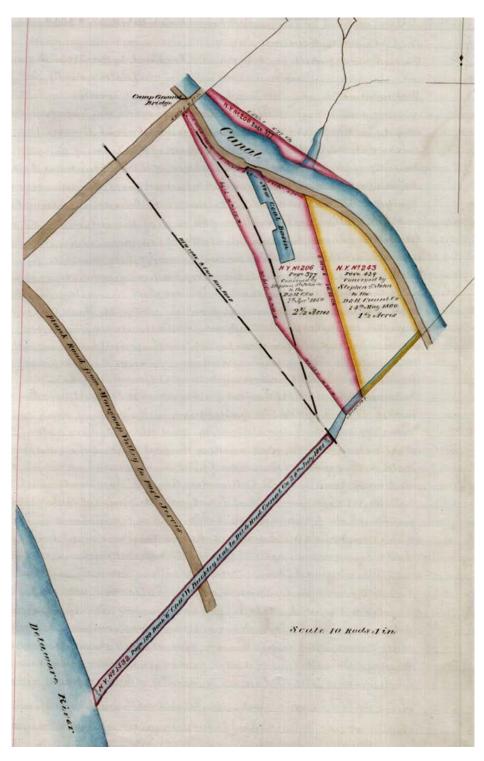


47. *D&H Deed Book: New York;* pp. 72-74: Deed: Ezekiel Masten and wife to The Delaware and Hudson Canal Company, June 19, 1827. The map shown below (in two details, one on this page, and one on the following page) is given therein on page 72:

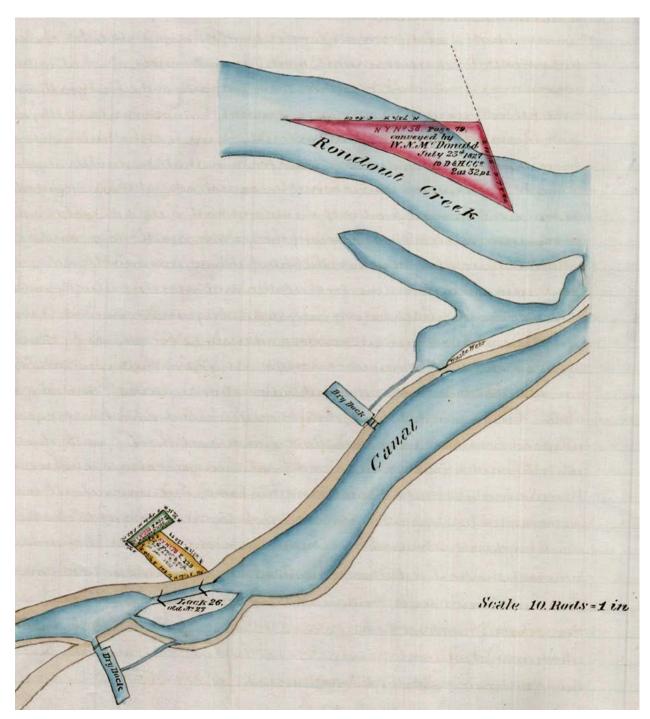




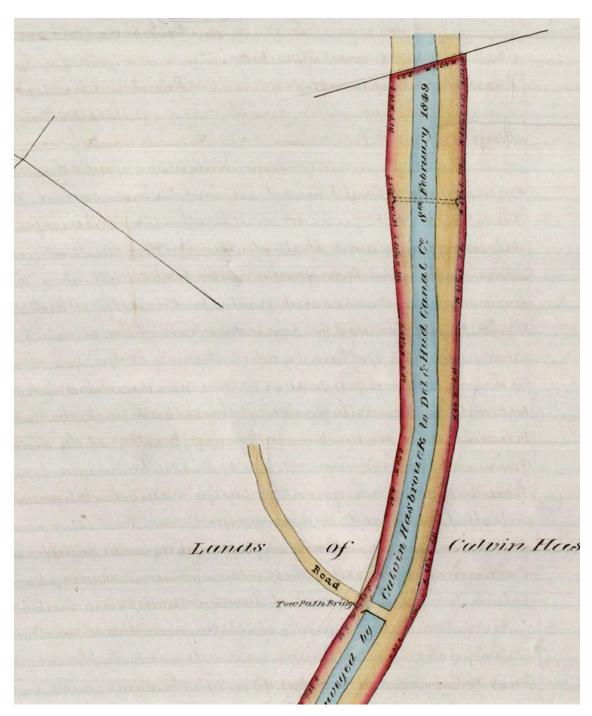
48. *D&H Deed Book: New York;* pp. 75-78: Deed: Abraham Hasbrouck to The Delaware and Hudson Canal Company, July 23, 1827. The map shown below is given therein on page 75:

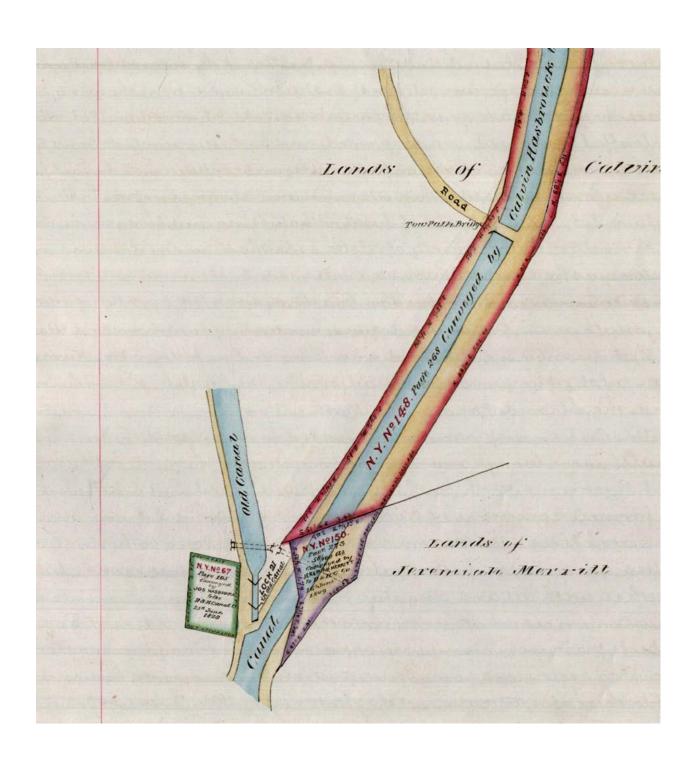


49. *D&H Deed Book: New York;* pp. 78-80: Deed: Wm. N. McDonald to The Delaware and Hudson Canal Company, July 23, 1827. The map shown below is given therein on page 78:

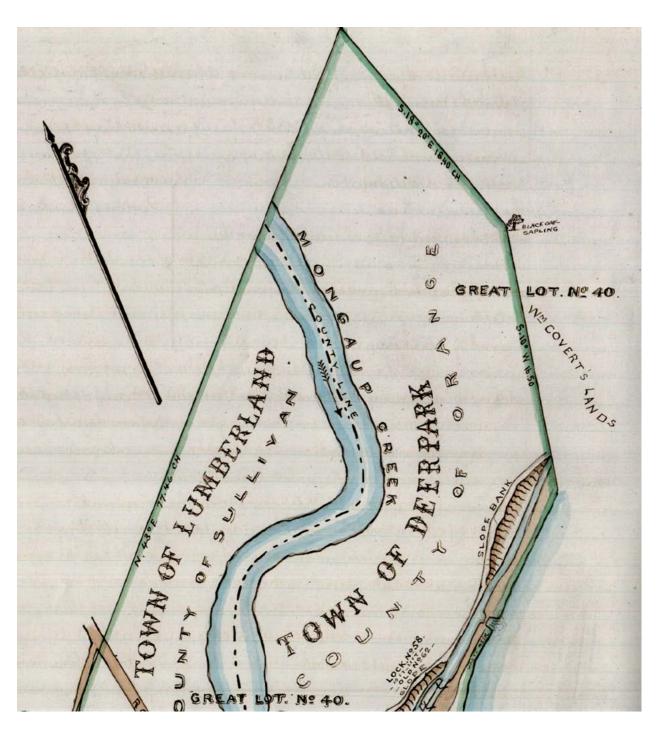


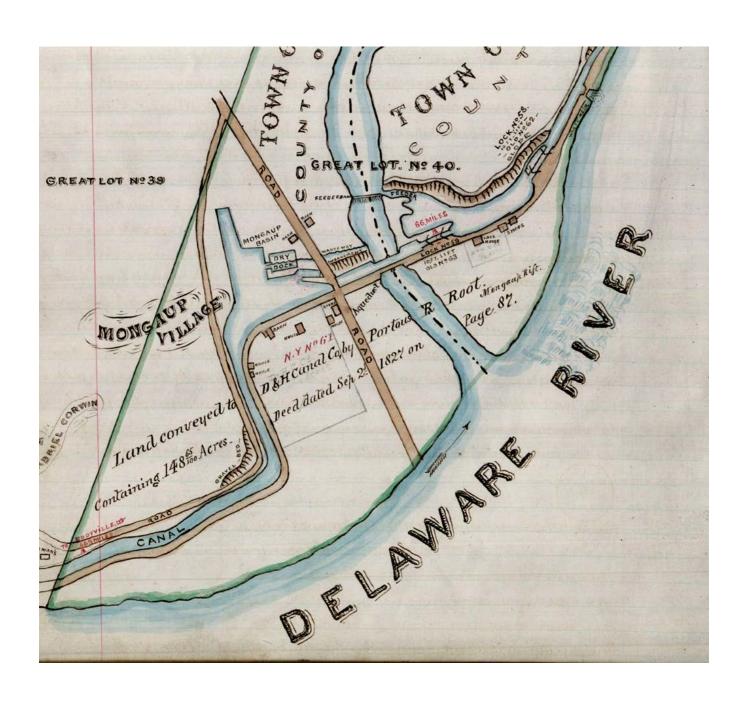
50. *D&H Deed Book: New York;* pp. 81-84: Deed: Abraham Van Gaasbeck, Jr. and wife to The Delaware and Hudson Canal Company, July 31, 1827. The map shown below (in two details, one on this page, and one on the following page) is given therein on page 81:



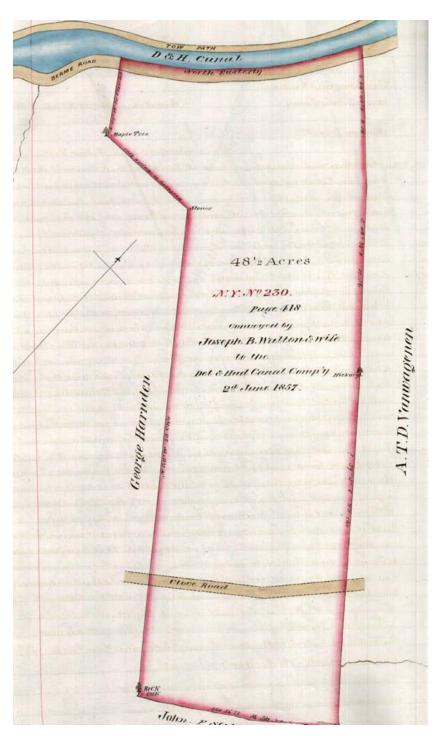


51. *D&H Deed Book: New York;* pp. 87-90: Deed: Portous R. Root to The Delaware and Hudson Canal Company, September 2, 1827. The map shown below (in two details, one on this page, and one on the following page) is given therein on page 90:

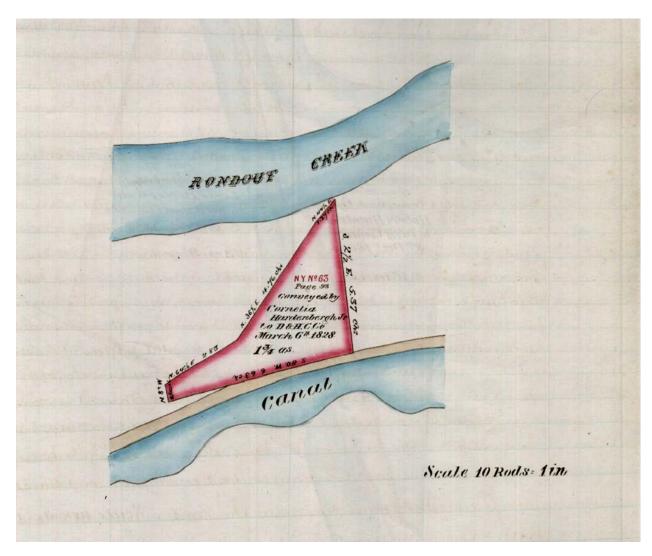




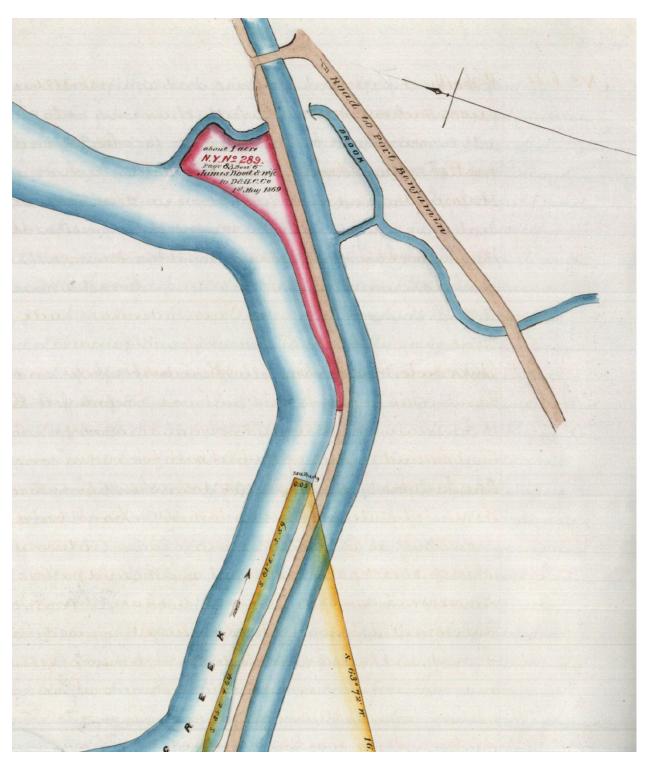
52. *D&H Deed Book: New York;* pp. 91-92: Letters Patent: State of New York to The Delaware and Hudson Canal Company, October 24, 1827. The map shown below is given therein on page 92:

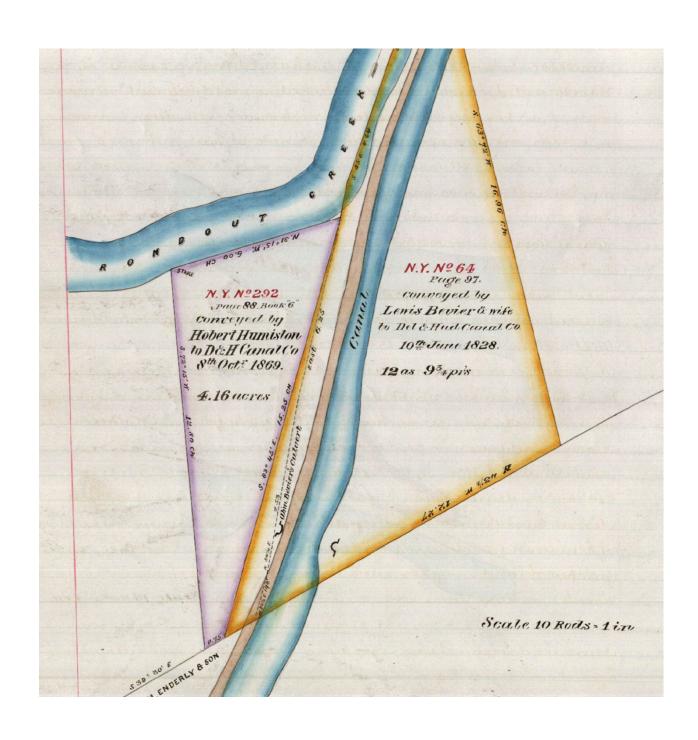


53. *D&H Deed Book: New York;* pp. 93-95: Deed: Cornelia Hardenberg, Jr. to The Delaware and Hudson Canal Company, March 6, 1828. The map shown below is given therein on page 95:

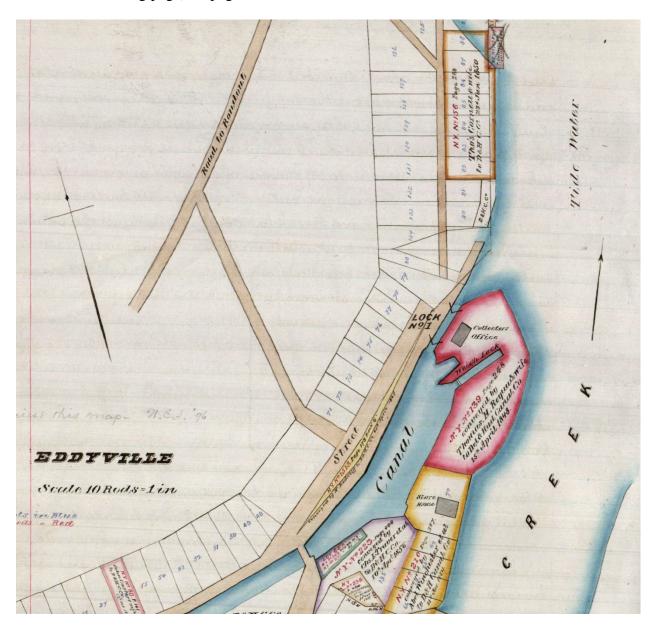


54. *D&H Deed Book: New York;* pp. 96-99: Deed: Lewis Bevier and wife to The Delaware and Hudson Canal Company, June 10, 1828. The map shown below (in two details, one given below and one on the following page) is given therein on page 96:



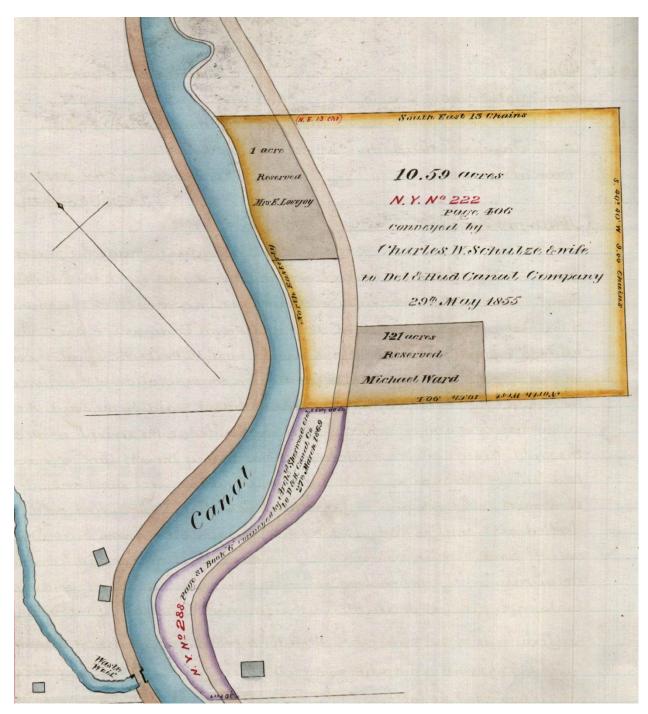


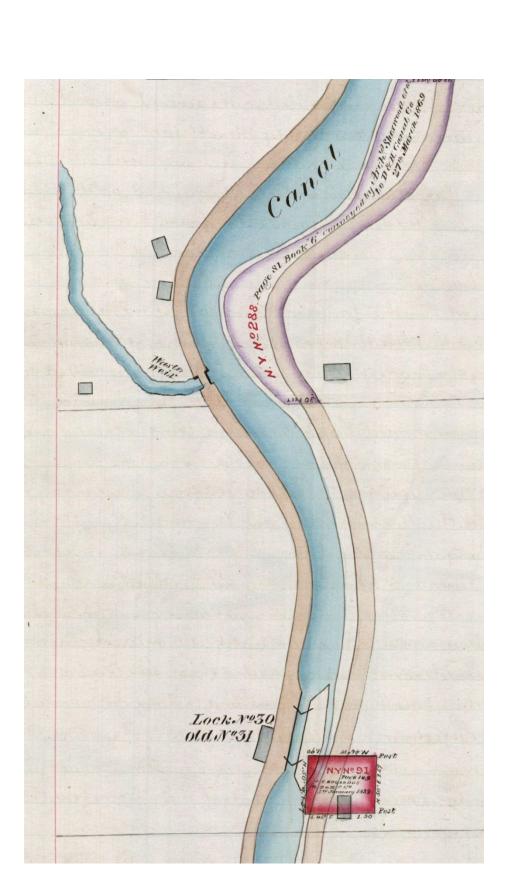
55. *D&H Deed Book: New York;* Map of Eddyville, given (in two details, one on this page, and one on the following page) on page 100:



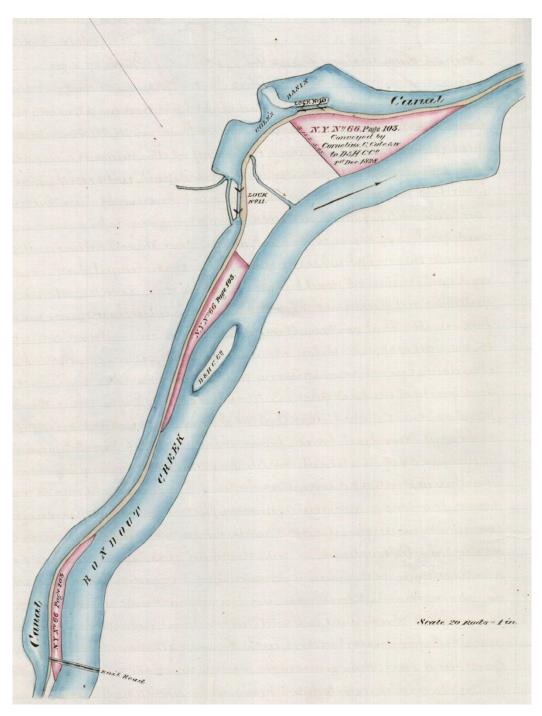


56. *D&H Deed Book: New York;* pp. 101-102: Deed: Commissioners of Loans to The Delaware and Hudson Canal Company, September 16, 1828. The map shown below (in two details, one given below and one on the following page) is given therein on page 102:

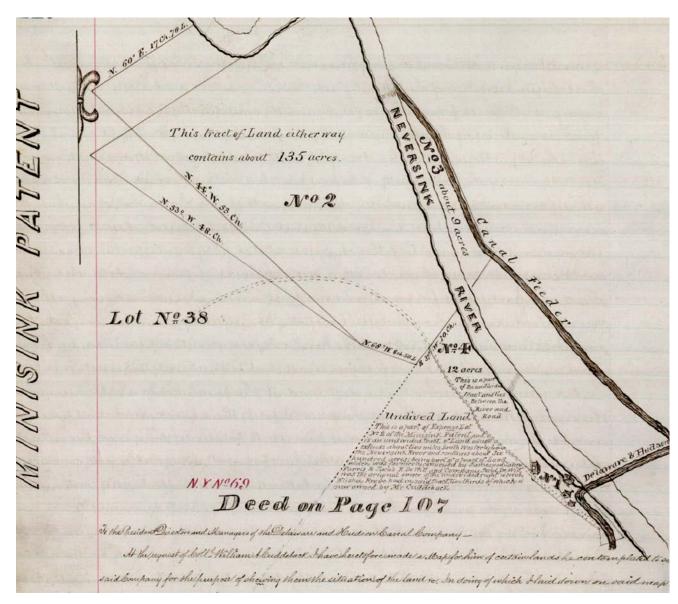




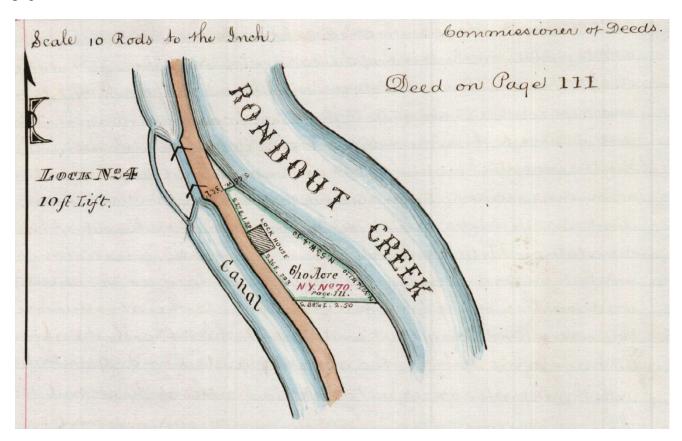
57. *D&H Deed Book: New York;* pp. 103-104: Deed: Cornelius C. Cole and wife to The Delaware and Hudson Canal Company, December 1, 1828. The map shown below is given therein on page 104:



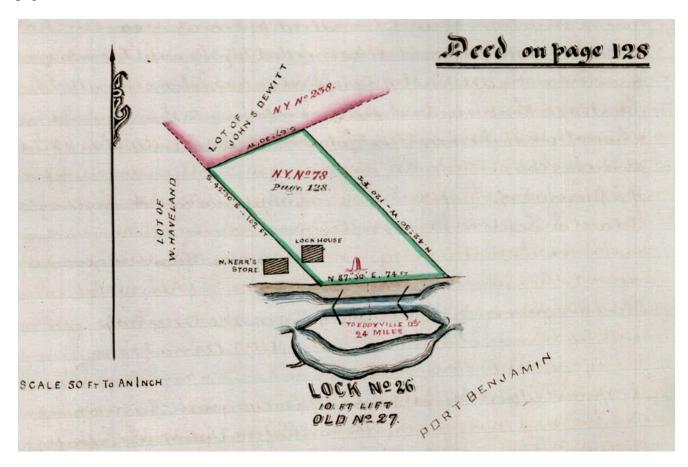
58. *D&H Deed Book: New York;* pp. 107-110: Deed: William A. Cuddeback to The Delaware and Hudson Canal Company, May 3, 1830. The map shown below is given therein on page 110:



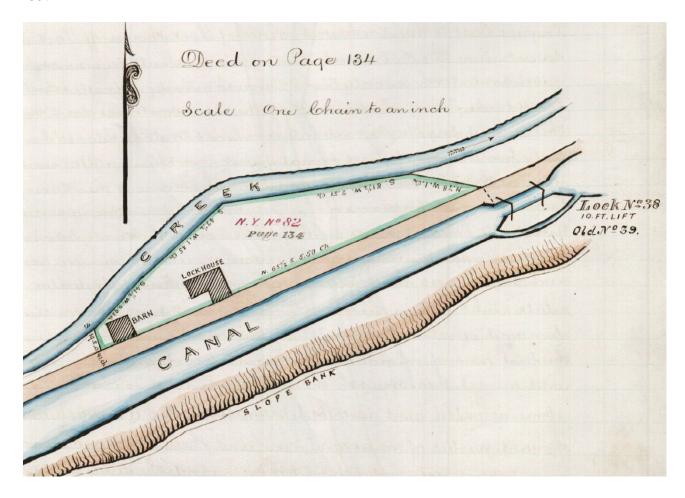
59. *D&H Deed Book: New York;* pp. 111-112: Deed: Cornelius Van Wagenen et al to The Delaware and Hudson Canal Company, July 8, 1830. The map shown below is given therein on page 112:



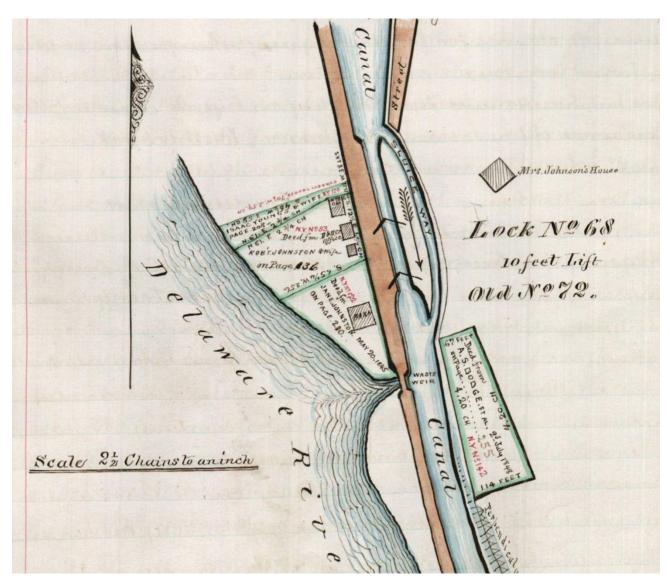
60. *D&H Deed Book: New York;* pp. 128-129: Deed: Isaiah G. Frost and wife to The Delaware and Hudson Canal Company, December 10, 1832. The map shown below is given therein on page 129:



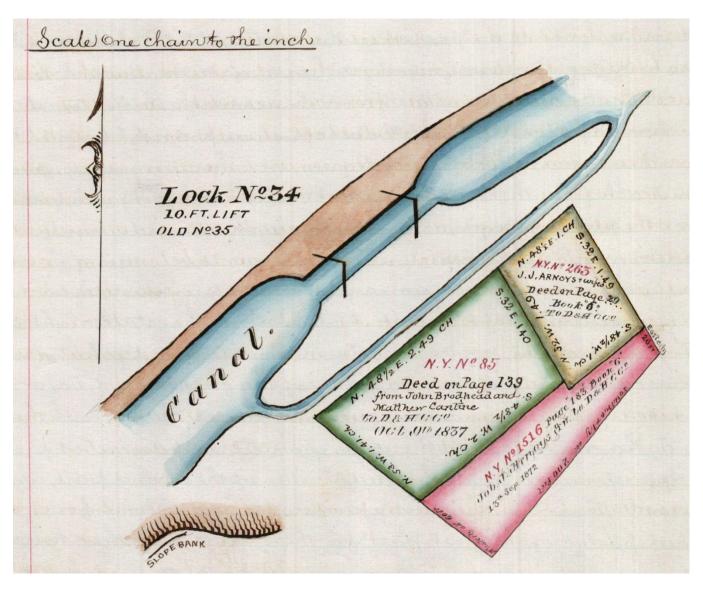
61. *D&H Deed Book: New York;* pp. 134-135: Deed: Joseph R. Frantz and wife to The Delaware and Hudson Canal Company, June 13, 1836. The map shown below is given therein on page 135:



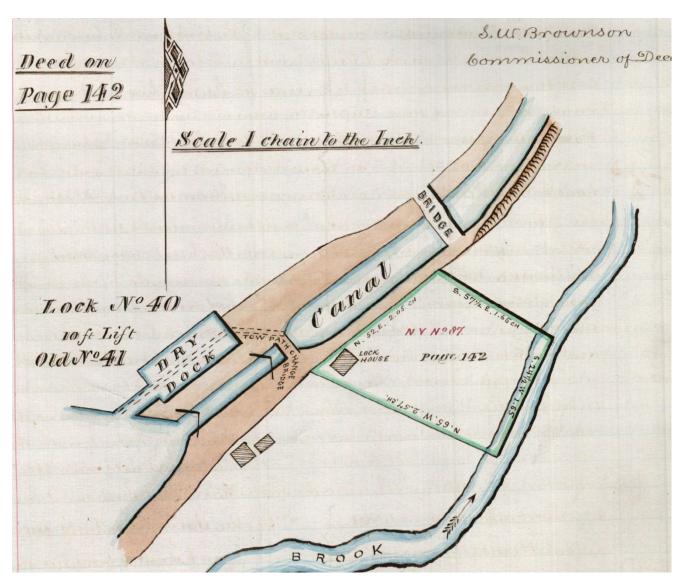
62. *D&H Deed Book: New York;* pp. 136-137: Deed: Robert Johnston and wife to The Delaware and Hudson Canal Company, July 5, 1836. The map shown below is given therein on page 137:



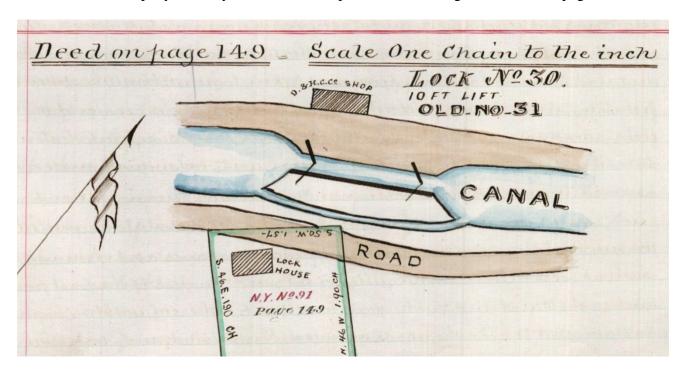
63. *D&H Deed Book: New York;* pp. 139-140: Deed: John Brodhead et al to The Delaware and Hudson Canal Company, October 9, 1837. The map shown below is given therein on page 140:



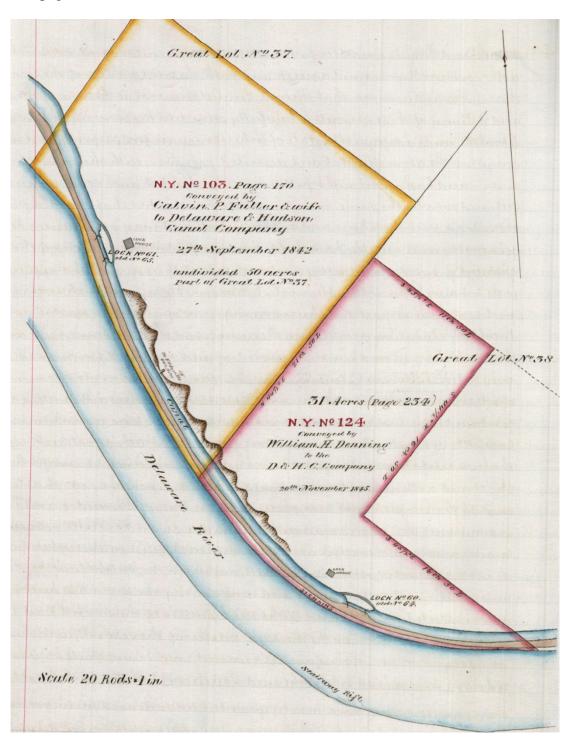
64. *D&H Deed Book: New York;* pp. 142-143: Deed: Stephen Caldwell and wife to The Delaware and Hudson Canal Company, November 18, 1837. The map shown below is given therein on page 143:



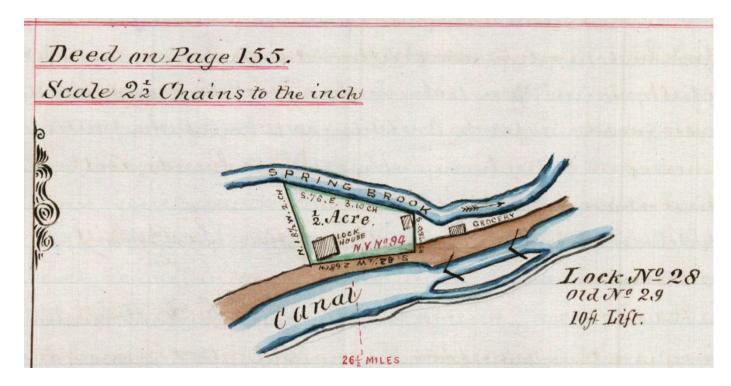
65. *D&H Deed Book: New York;* pp. 149, 151: Deed: Jacob E. Bogardus to The Delaware and Hudson Canal Company, January 5, 1839. The map shown below is given therein on page 151:



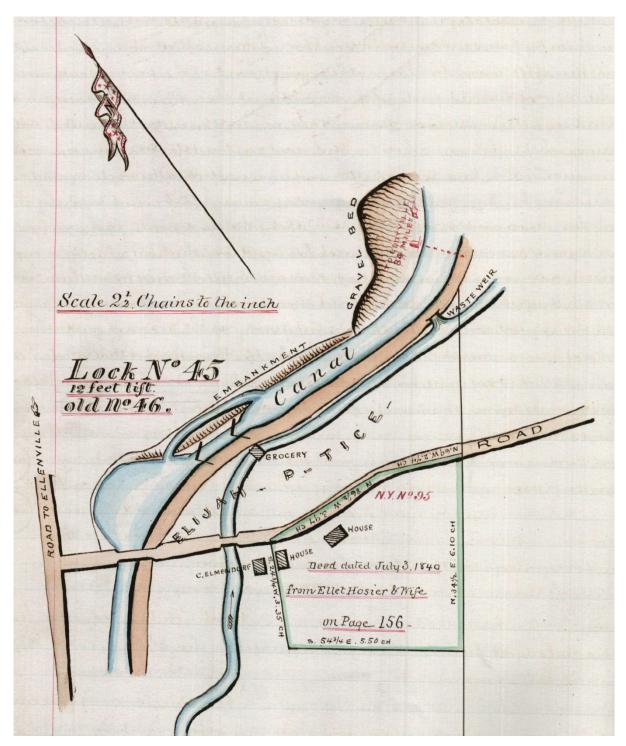
66. *D&H Deed Book: New York;* pp. 152-154: Deed: Lemuel Brewster and wife to The Delaware and Hudson Canal Company, September 6, 1839. The map shown below is given therein on page 154:



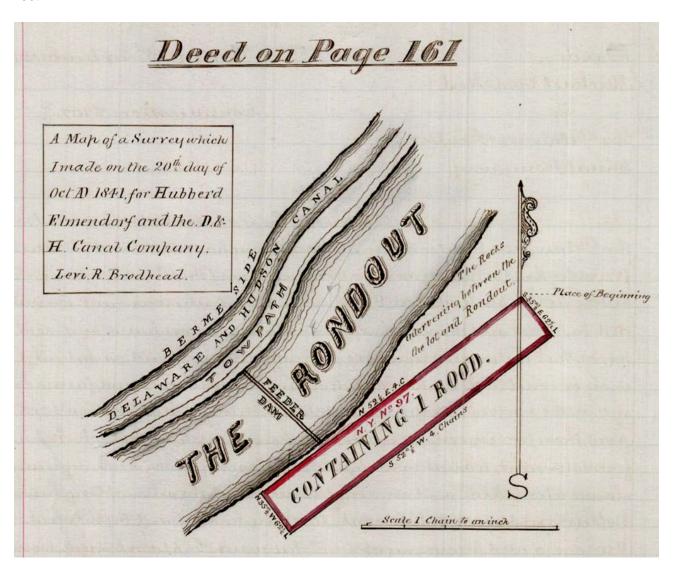
67. *D&H Deed Book: New York;* pp. 154-155: Deed: John S. Dewitt and wife et al to The Delaware and Hudson Canal Company, May 22, 1840. The map shown below is given therein on page 154:



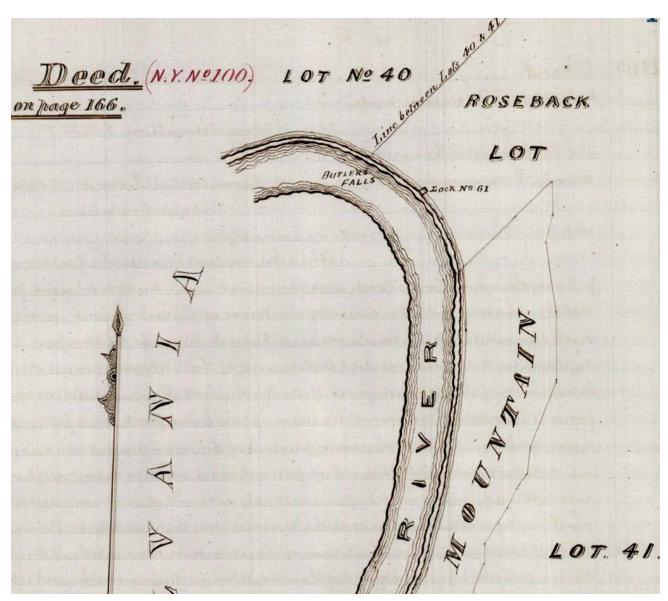
68. *D&H Deed Book: New York;* pp. 156-158: Deed: Ellet Hozier and wife to The Delaware and Hudson Canal Company, July 3, 1840. The map shown below is given therein on page 158:

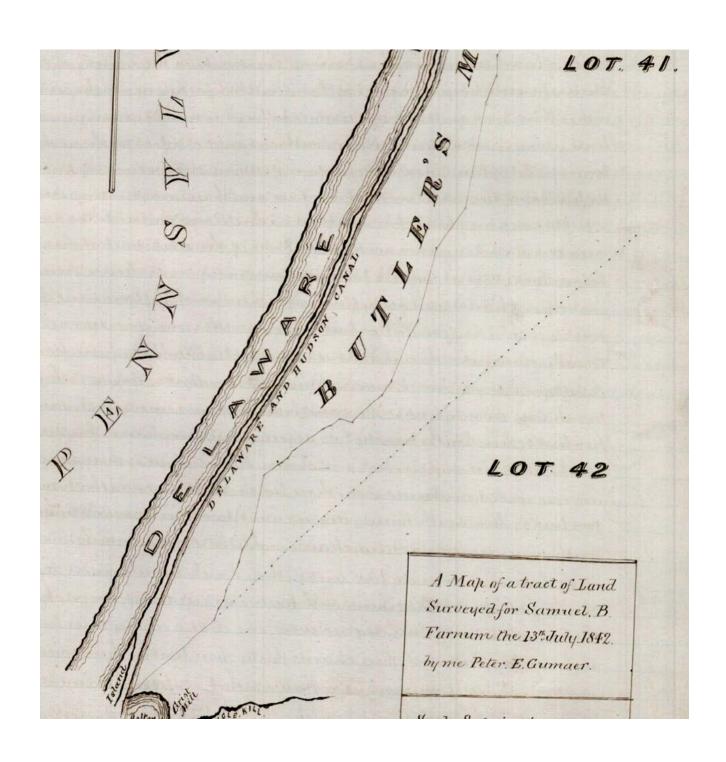


69. *D&H Deed Book: New York;* pp. 160-163: Deed: Hubbert Elmendorf to The Delaware and Hudson Canal Company, November 19, 1841. The map shown below is given therein on page 160:

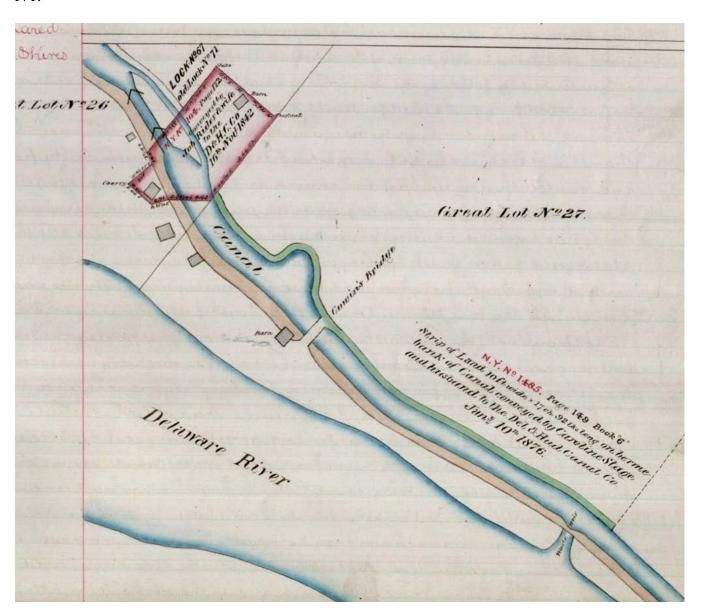


70. *D&H Deed Book: New York;* pp. 165-167: Deed: Samuel B. Farnum and wife to The Delaware and Hudson Canal Company, July 14, 1842. The map shown below (in two details, one on this page, and one on the following page) is given therein on page 165:

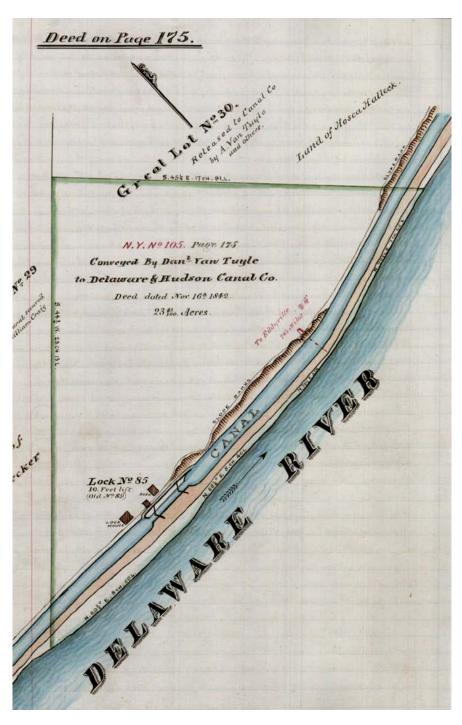


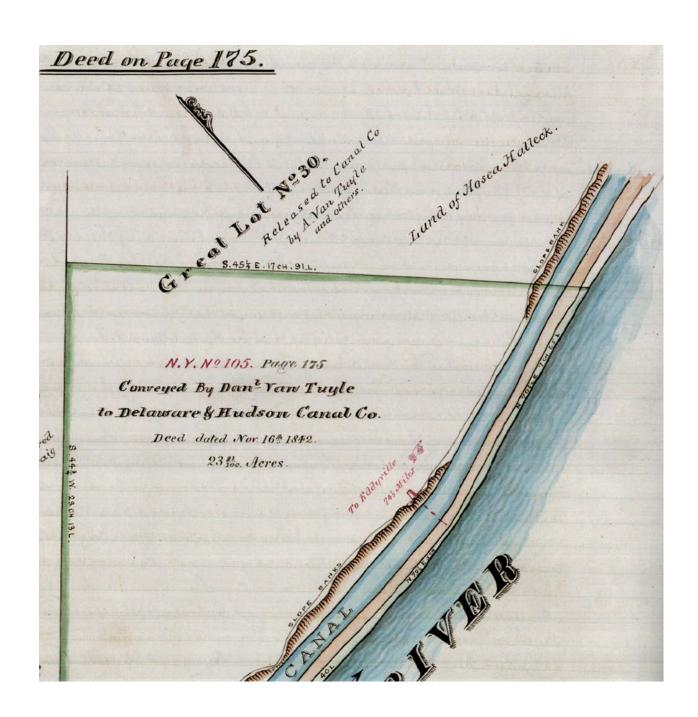


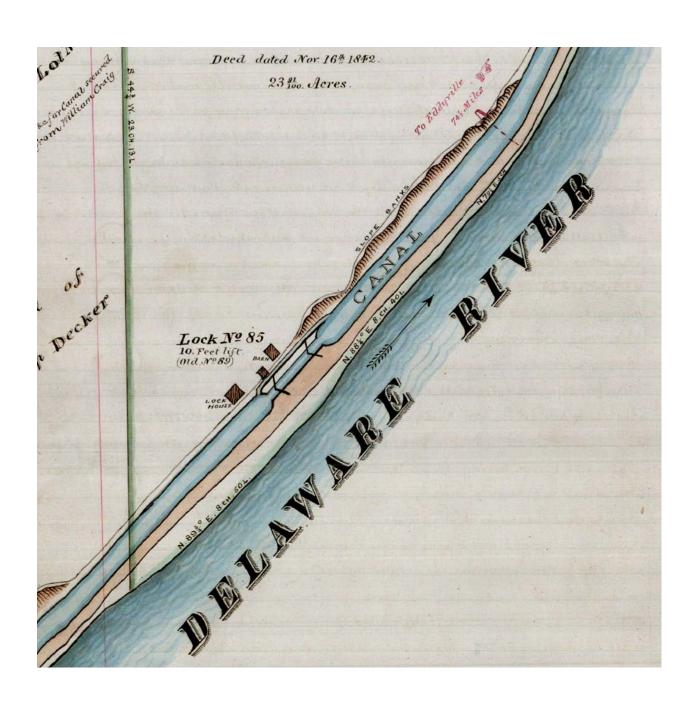
71. *D&H Deed Book: New York;* pp. 171-173: Deed: Job Rider and wife to The Delaware and Hudson Canal Company, November 16, 1842. The map shown below is given therein on page 171:



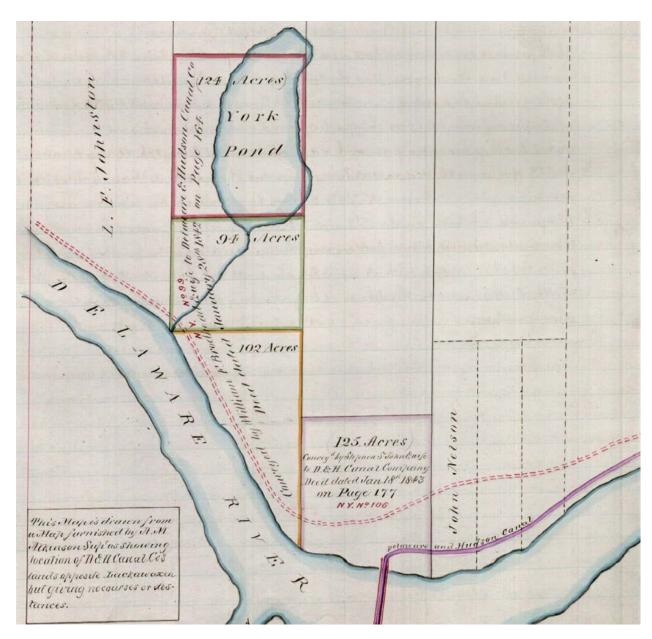
72. *D&H Deed Book: New York;* pp. 174-176: Deed: Daniel Van Tuyl and wife to The Delaware and Hudson Canal Company, November 16, 1842. The map shown below (on this page in its entirety, followed by two details on subsequent pages) is given therein on page 174



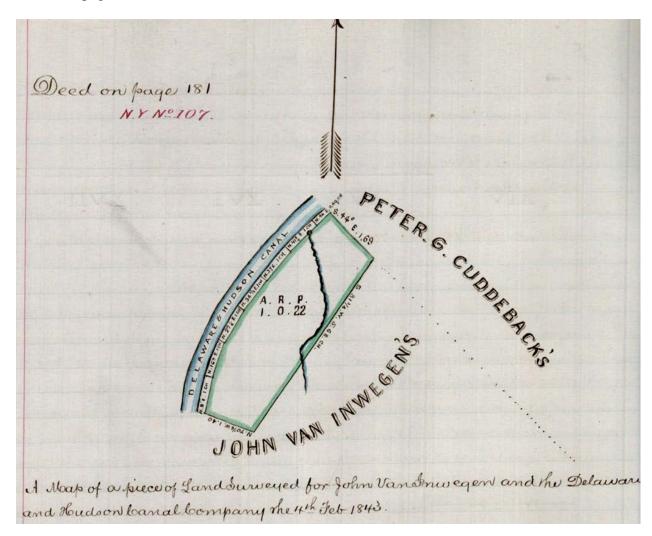




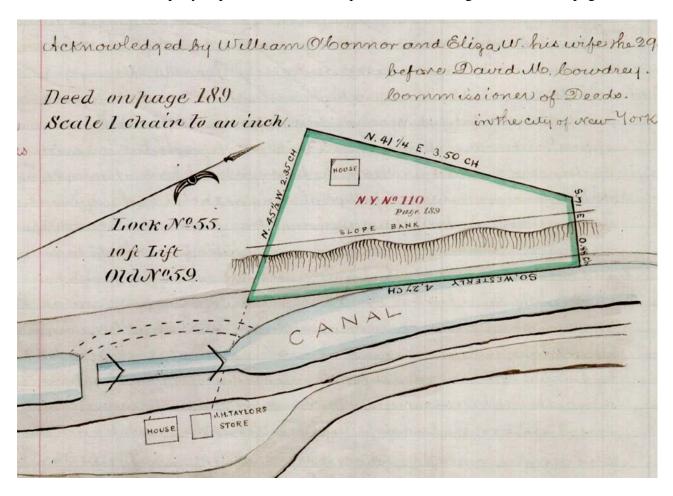
73. *D&H Deed Book: New York;* pp. 177-179: Deed: Stephen St. John and wife to The Delaware and Hudson Canal Company, January 18, 1843. The map shown below is given therein on page 179:



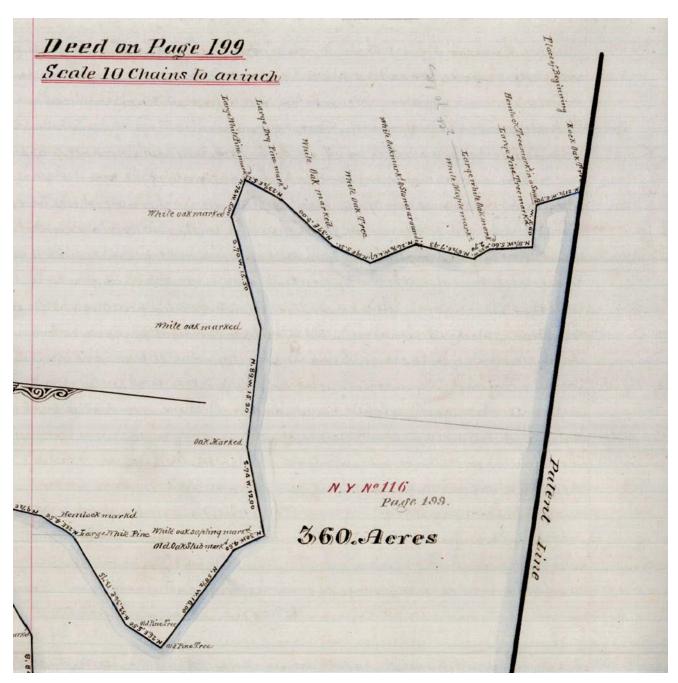
74. *D&H Deed Book: New York;* pp. 180-183: Deed: John Van Inwegen and wife to The Delaware and Hudson Canal Company, February 17, 1843. The map shown below is given therein on page 180:

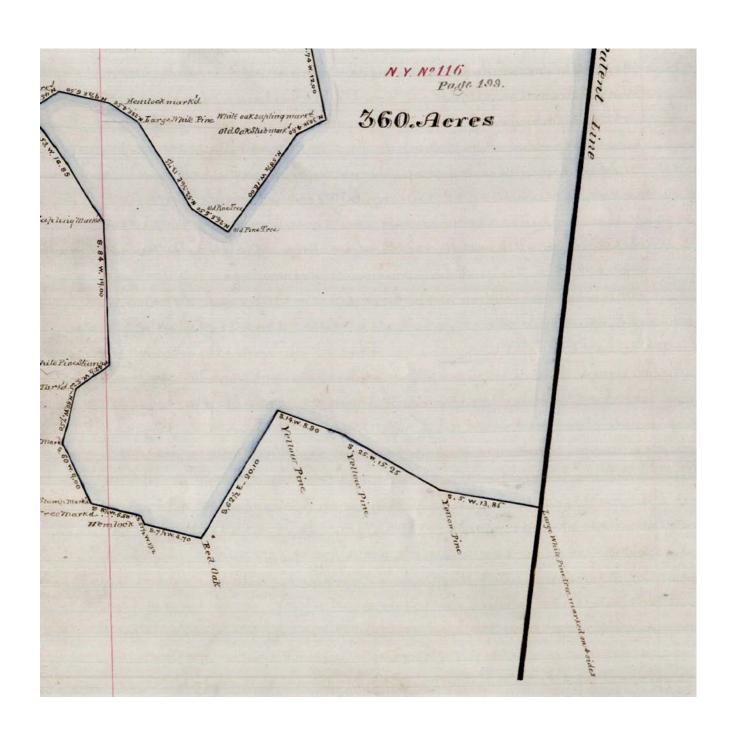


75. *D&H Deed Book: New York;* pp. 188-190: Deed: James H. Taylor and wife to The Delaware and Hudson Canal Company, April 6, 1843. The map shown below is given therein on page 188:

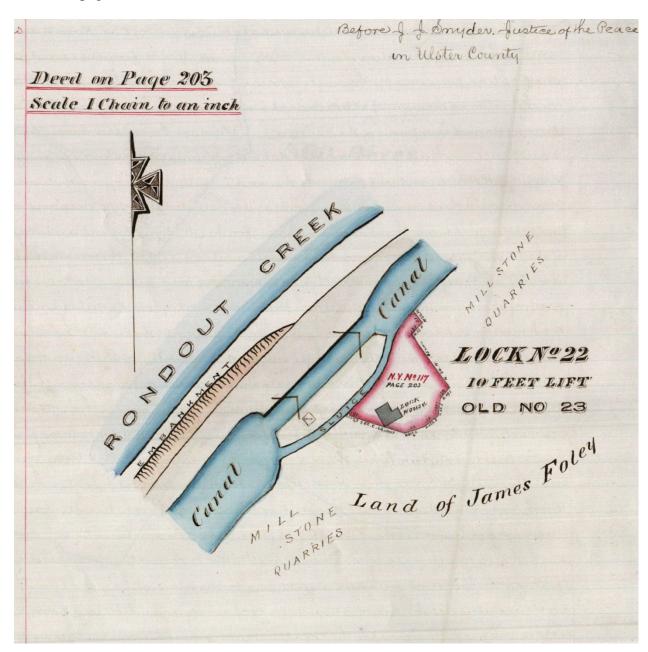


76. *D&H Deed Book: New York;* pp. 199-202: Deed: Wm. B. Clarkson and wife to The Delaware and Hudson Canal Company, April 25, 1844. The map shown below (in two details, one given below, and one on the following page) is given therein on page 202:

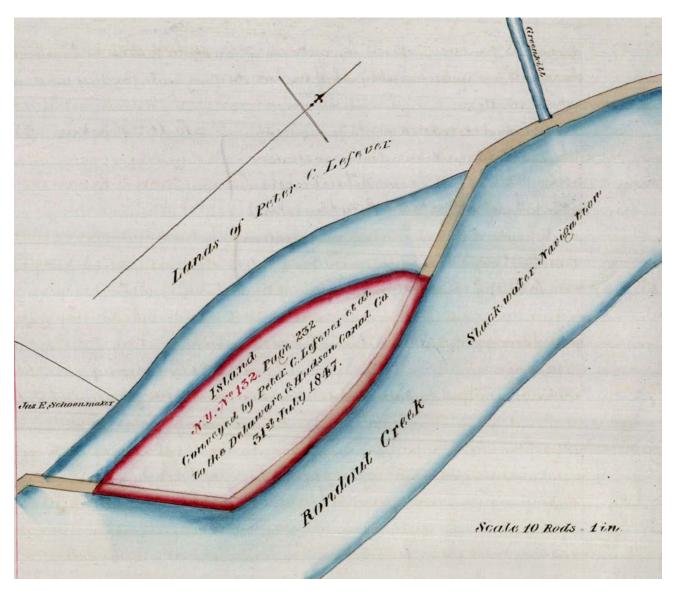




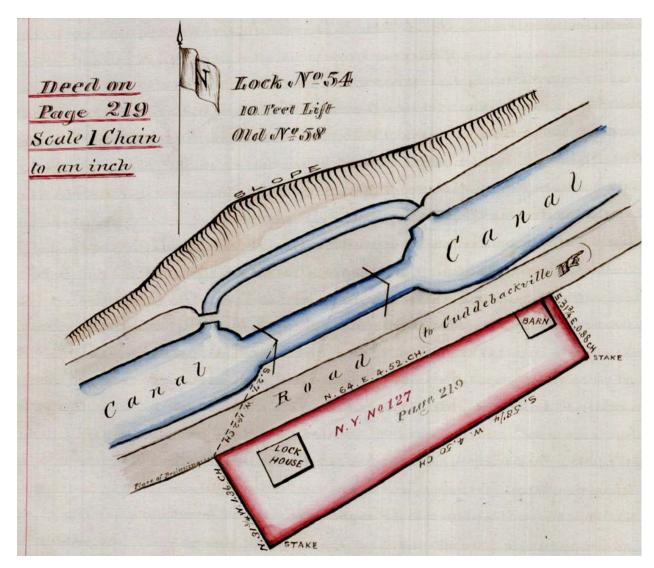
77. *D&H Deed Book: New York*; pp. 203-204: Deed and Release: Andrus J. Roosa and wife to The Delaware and Hudson Canal Company, April 27, 1844. The map shown below is given therein on page 204:



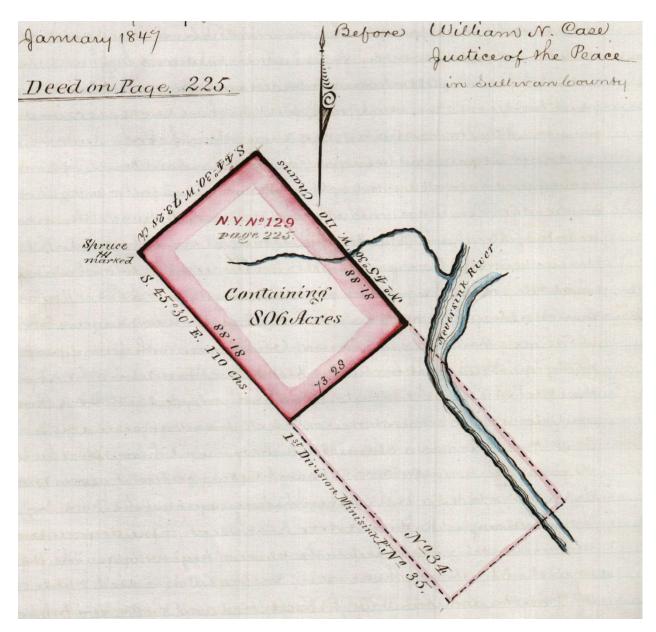
78. *D&H Deed Book: New York;* pp. 215-218: Deed: E. William Hoskin to The Delaware and Hudson Canal Company, January 14, 1846. The map shown below is given therein on page 218:



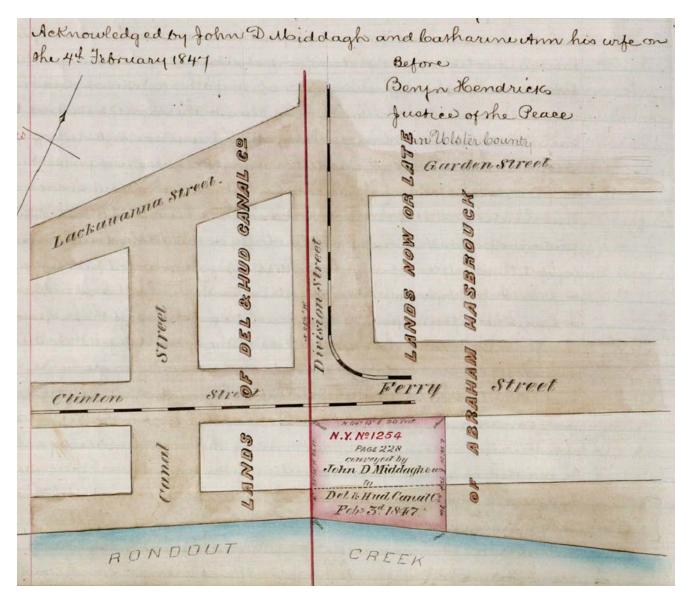
79. *D&H Deed Book: New York;* pp. 218-219: Deed: Moses Van Inwegen and wife to The Delaware and Hudson Canal Company, August 28, 1846. The map shown below is given therein on page 218:



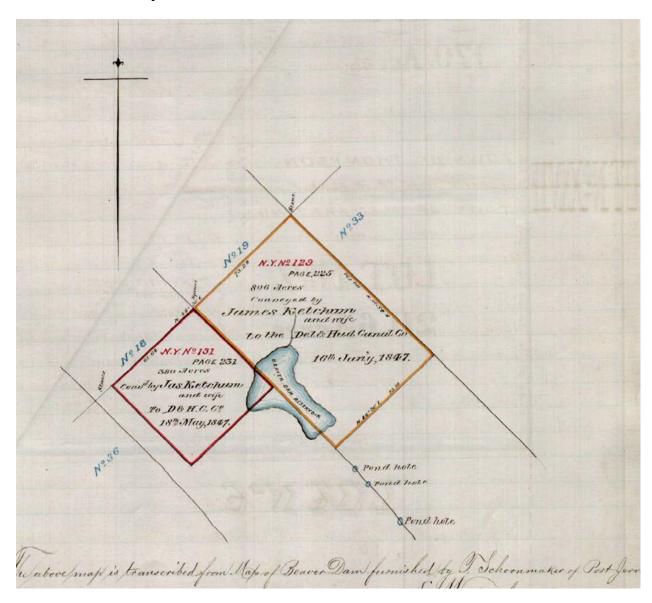
80. *D&H Deed Book: New York;* pp. 225-227: Deed: James Ketchum and wife to The Delaware and Hudson Canal Company, January 16, 1847. The map shown below is given therein on page 227:



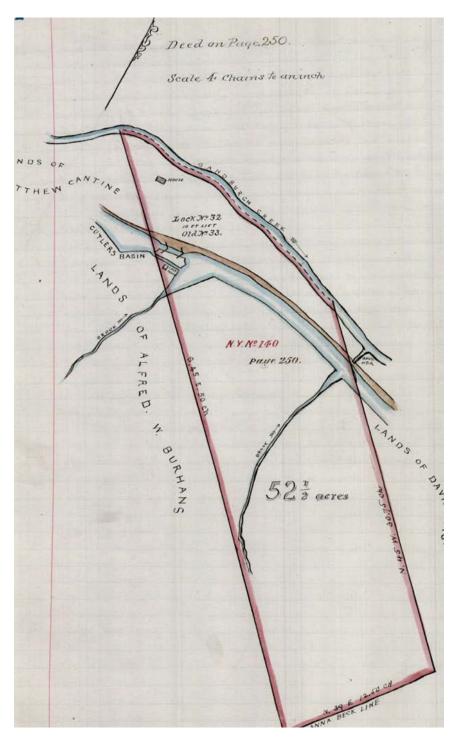
81. *D&H Deed Book: New York;* pp. 228-230: Deed: John D. Middagh and wife to The Delaware and Hudson Canal Company, February 3, 1847. The map shown below is given therein on page 230:



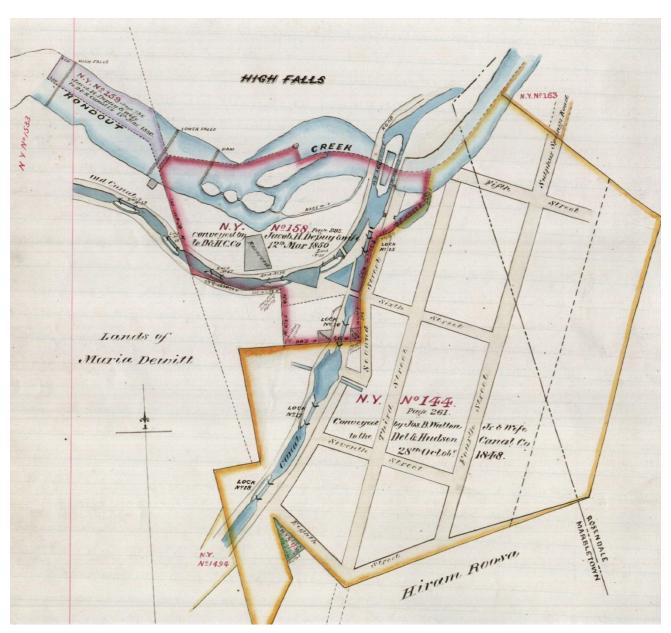
82. *D&H Deed Book: New York;* p. 237: Map showing Beaver Dam Reservoir; two properties shown on that map were conveyed by James Ketchum and wife to The Delaware and Hudson Canal Company: the one (806 acres) on January 16, 1847, the other (380 acres) on May 18, 1847. Here is that map:



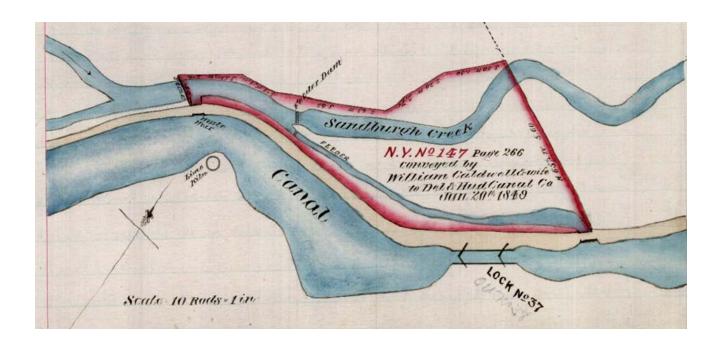
83. *D&H Deed Book: New York;* pp. 250-252: Deed: John Budd and wife to The Delaware and Hudson Canal Company, April 17, 1848. The map shown below is given therein on page 252:



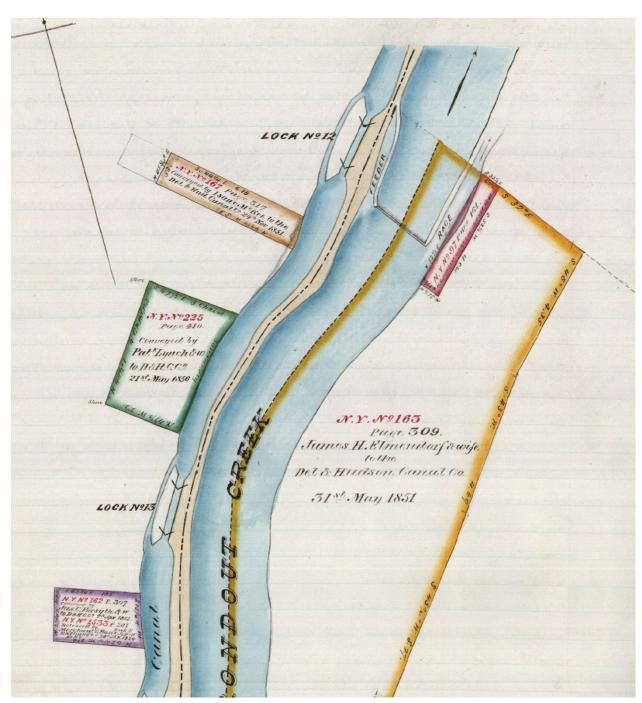
84. *D&H Deed Book: New York;* pp. 261-262: Deed: Joseph B. Walton, Jr. and wife to The Delaware and Hudson Canal Company, October 28, 1848. The map shown below is given therein on page 262:

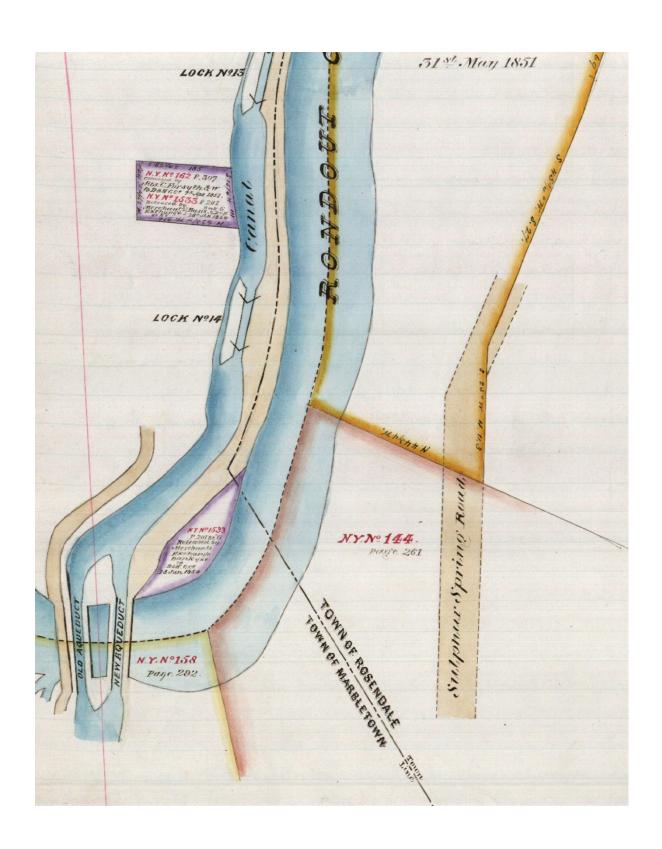


85. *D&H Deed Book: New York;* pp. 265-267: Deed: Peter J. Cantine to The Delaware and Hudson Canal Company, December 1, 1848. The map shown below is given therein on page 267:

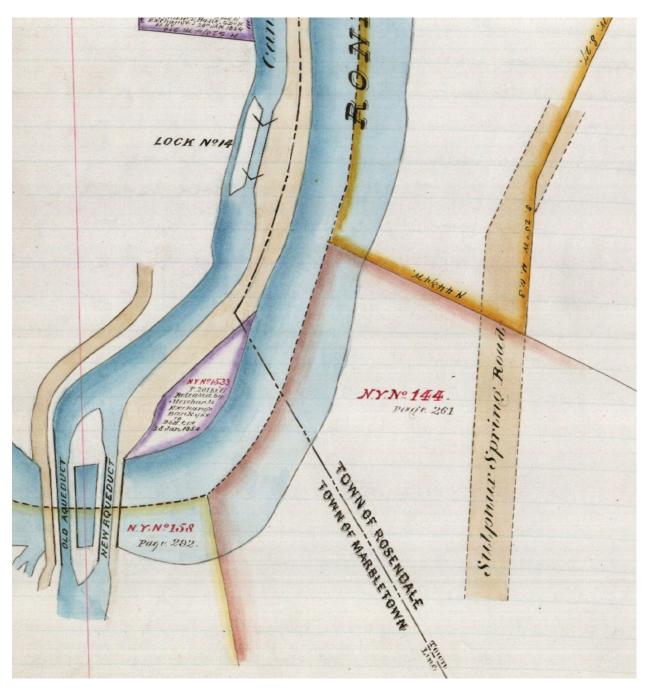


86. *D&H Deed Book: New York;* pp. 268-270: Deed: Calvin Hasbrouck and wife to The Delaware and Hudson Canal Company, February 8, 1849. The map shown below (in three details, the one given below and the other two on following pages) is given therein on page 270:

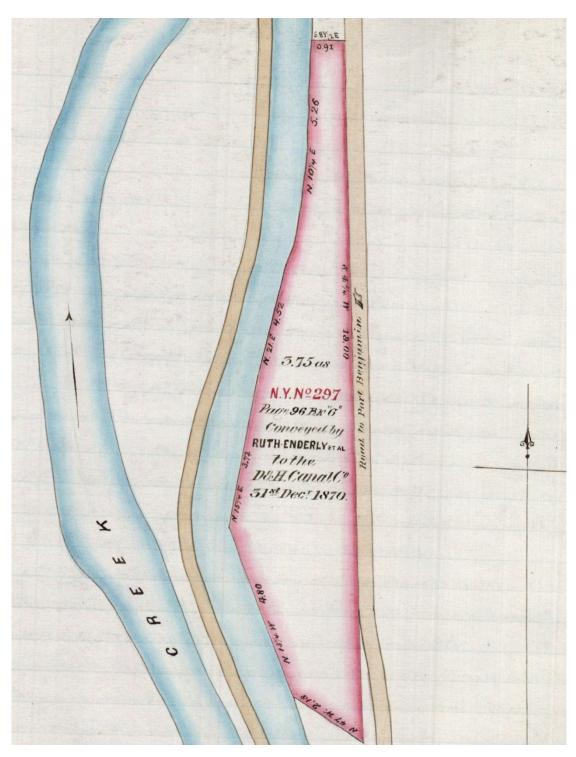


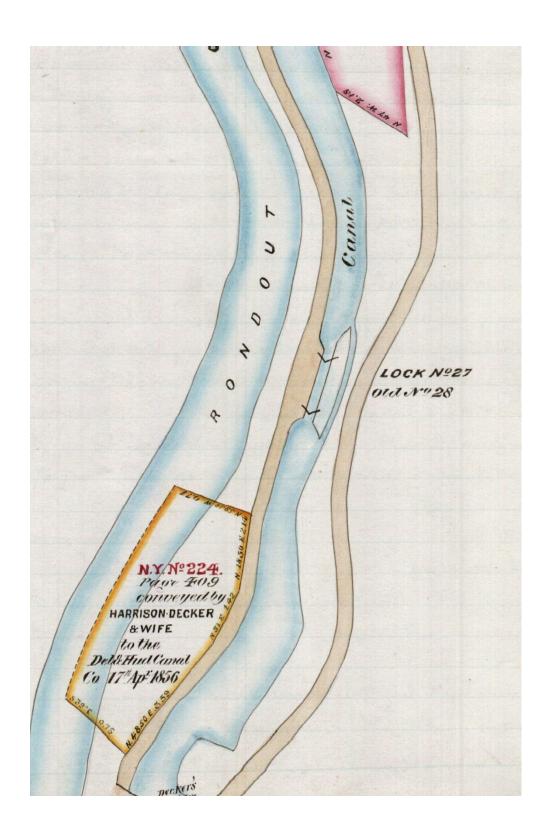


A closer look at the two aqueducts at High Falls: the "old" one on the left, and the "new" one (built by Roebling) on the right:

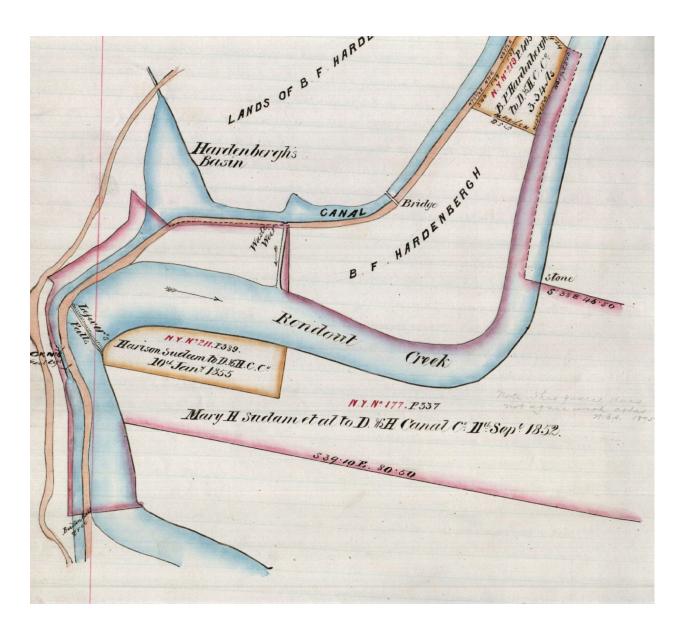


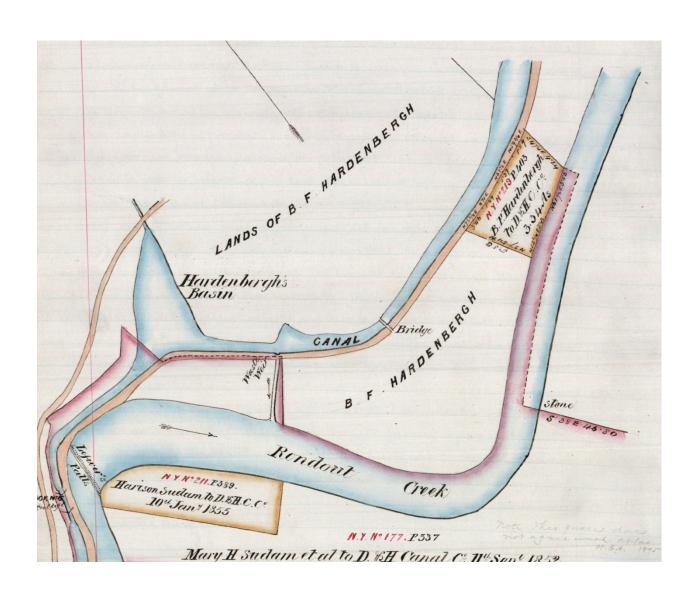
87. *D&H Deed Book: New York;* pp. 277-278: Release: William Harding to The Delaware and Hudson Canal Company, June 22, 1849. The map shown below (in two details, the one given below, and the other on the following page) is given therein on page 278:



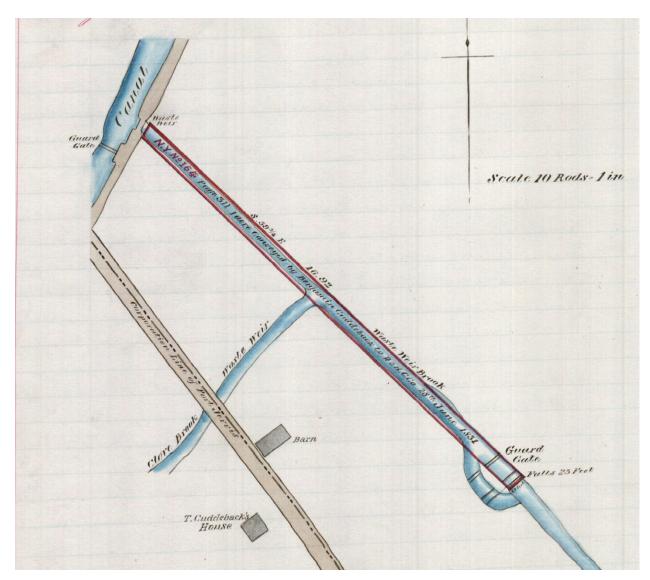


88. *D&H Deed Book: New York;* pp. 296-300: Deed: Jacob H. Depuy and wife to The Delaware and Hudson Canal Company, March 12, 1850. The map shown below (in two details, the one given below, and the other on the following page) is given therein on page 300:

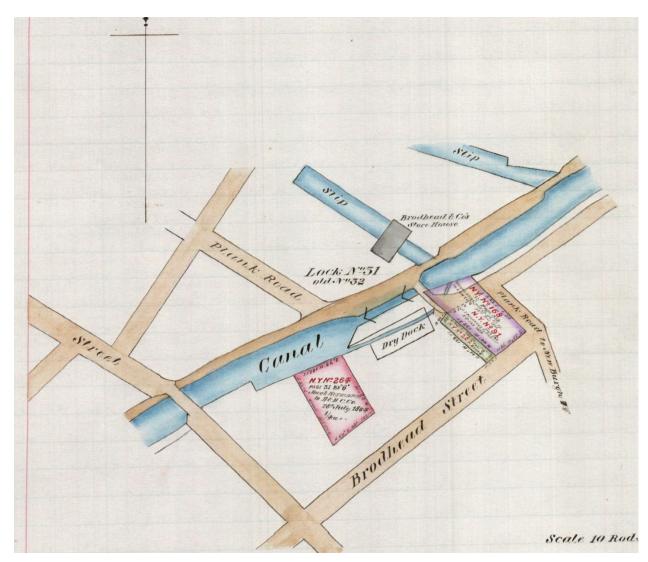




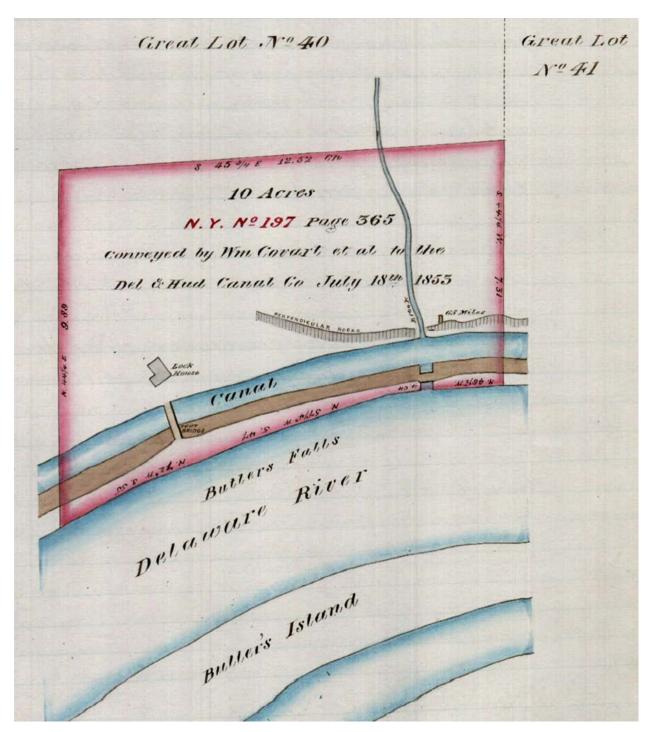
89. *D&H Deed Book: New York;* pp. 311-312: Quit Claim Deed: Benjamin Cuddeback to The Delaware and Hudson Canal Company, June 28, 1851. The map shown below is given therein on page 312:



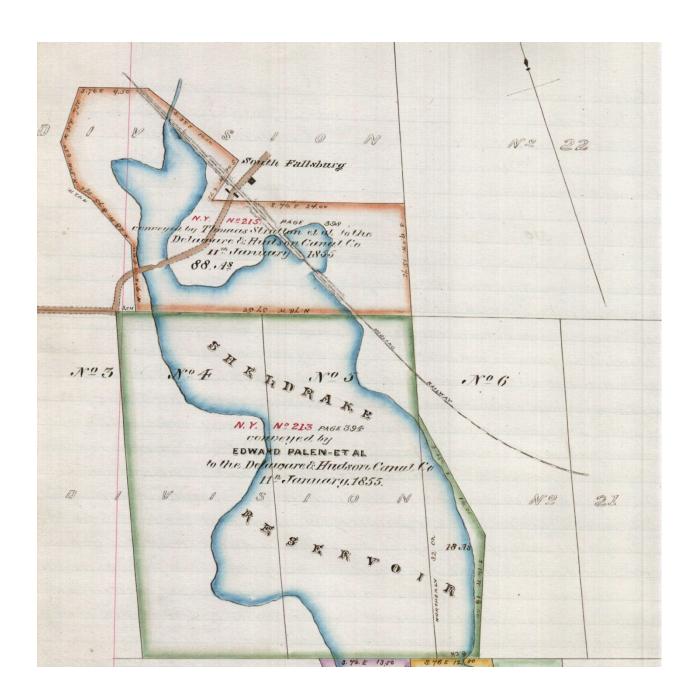
90. *D&H Deed Book: New York;* pp. 319-320: Quit Claim Deed: Henry Brodhead et al to The Delaware and Hudson Canal Company, December 30, 1851. The map shown below is given therein on page 320:

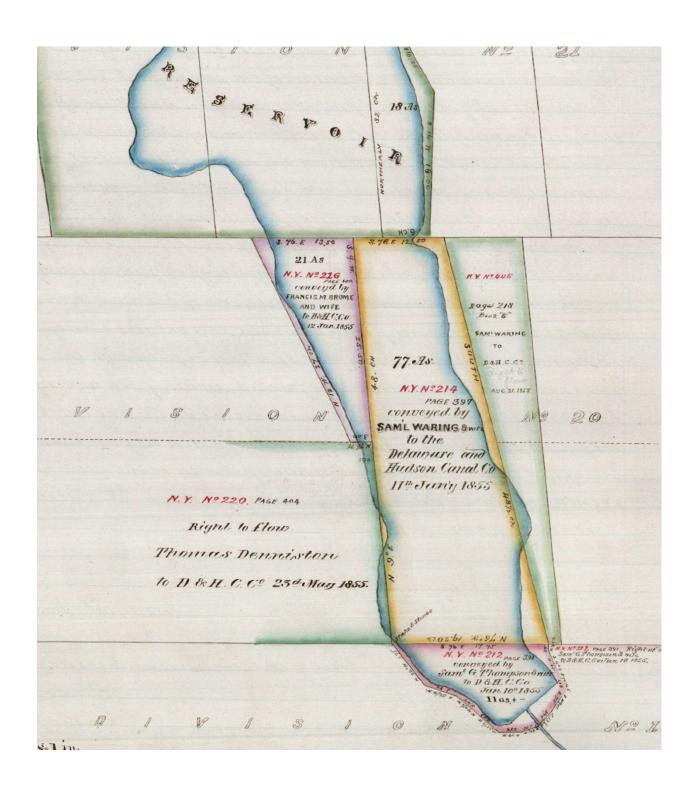


91. *D&H Deed Book: New York;* pp. 365-367: Deed: William Covart and others to The Delaware and Hudson Canal Company, July 18, 1853. The map shown below is given therein on page 367:

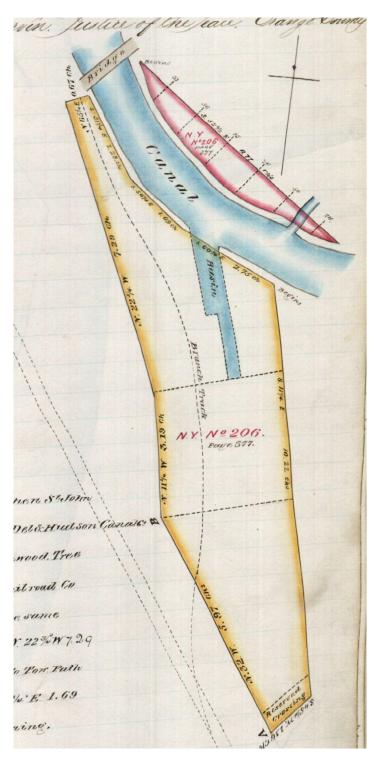


92. *D&H Deed Book: New York;* p. 376: Sheldrake Reservoir (in two details, the one given below, and the other on the following page):

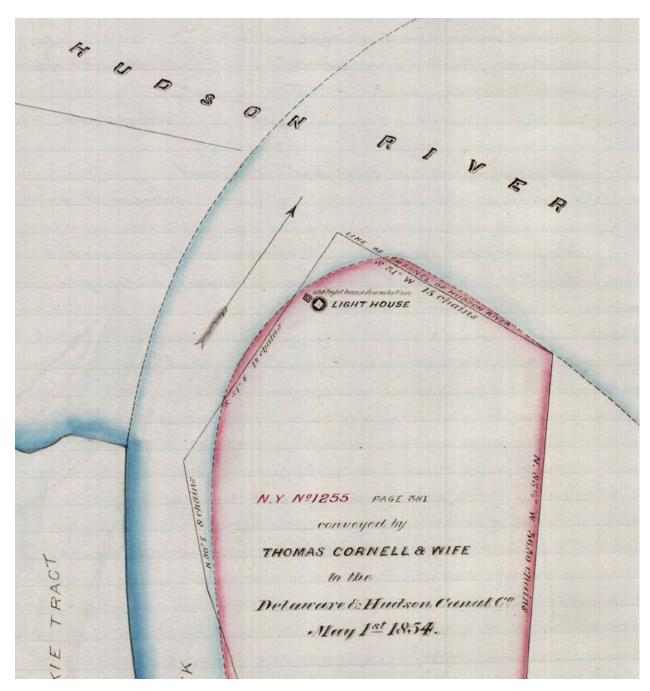


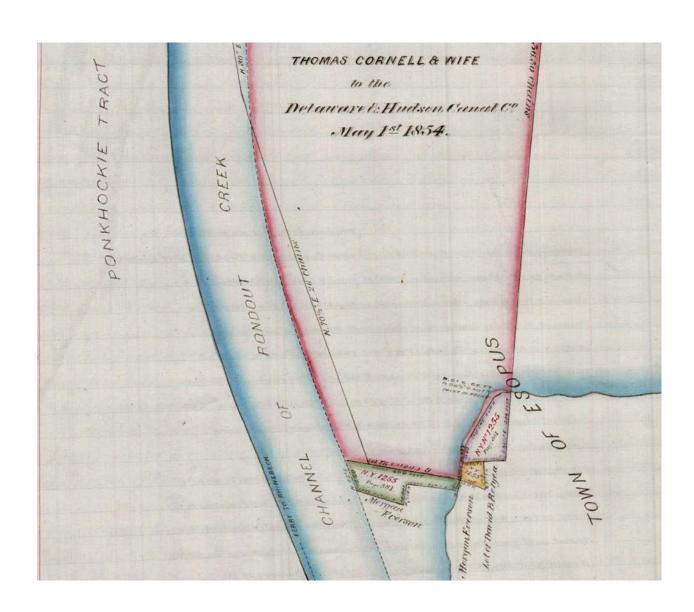


93. *D&H Deed Book: New York;* pp. 377-379: Deed: Stephen W. John & wife to The Delaware and Hudson Canal Company, April 7, 1854. The map shown below is given therein on page 379:

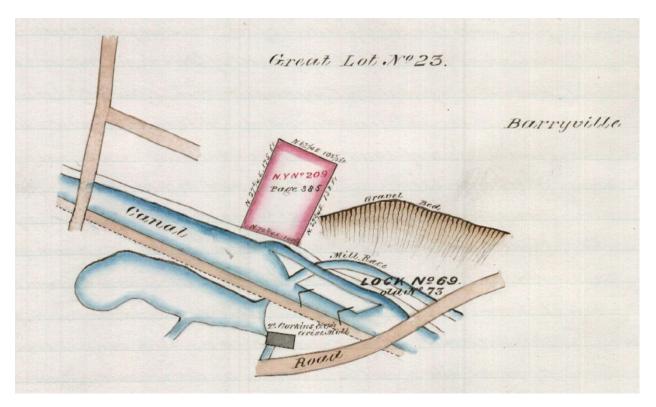


94. *D&H Deed Book: New York;* pp. 380-383: Deed: Thomas Cornell and wife to The Delaware and Hudson Canal Company, May 1, 1854. The map shown below (in two details, the one given below, and the other on the following page) is given therein on page 380:

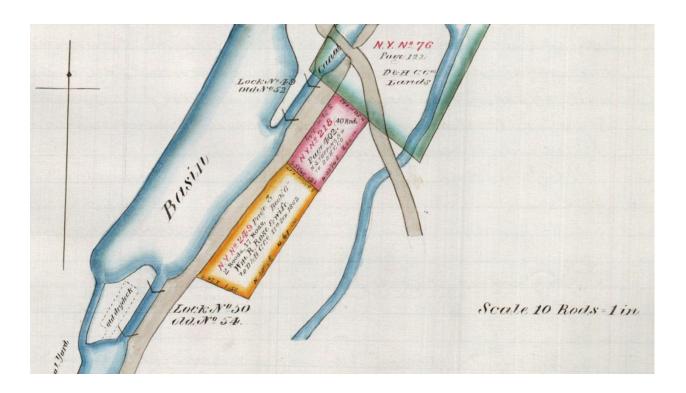




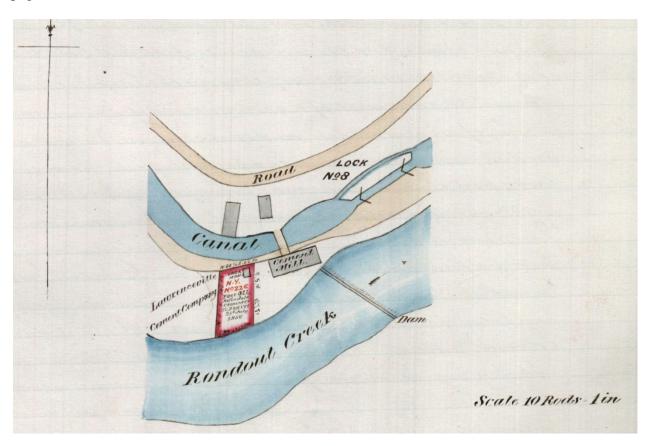
95. *D&H Deed Book: New York;* pp. 385-386: Deed: James K. Gardner and wife and others to The Delaware and Hudson Canal Company, October 7, 1854. The map shown below is given therein on page 386:



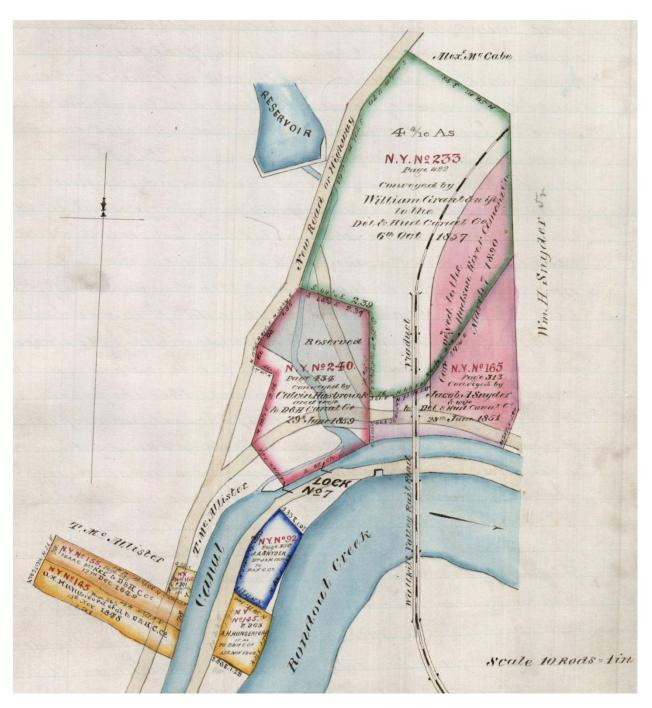
96. *D&H Deed Book: New York;* pp. 401-402: Deed: Nathan S. Topping and wife to The Delaware and Hudson Canal Company, March 14, 1855. The map shown below is given therein on page 401:



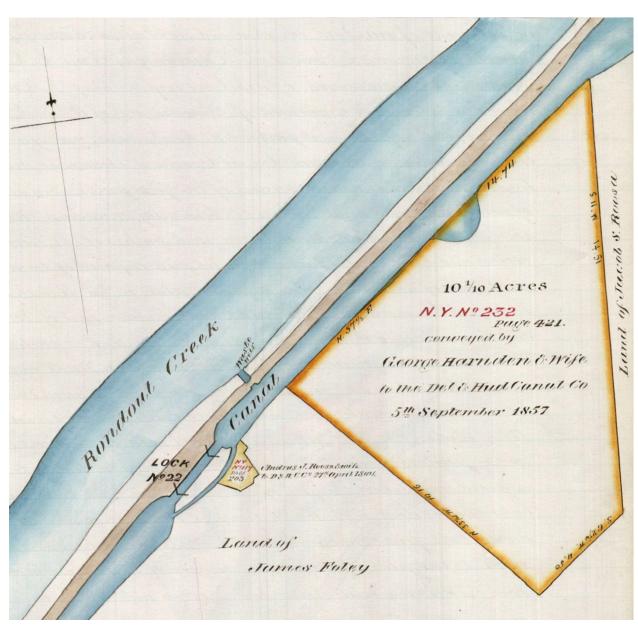
97. *D&H Deed Book: New York;* pp. 406-407: Deed: Charles W. Schultz and wife to The Delaware and Hudson Canal Company, May 29, 1855. The map shown below is given therein on page 407



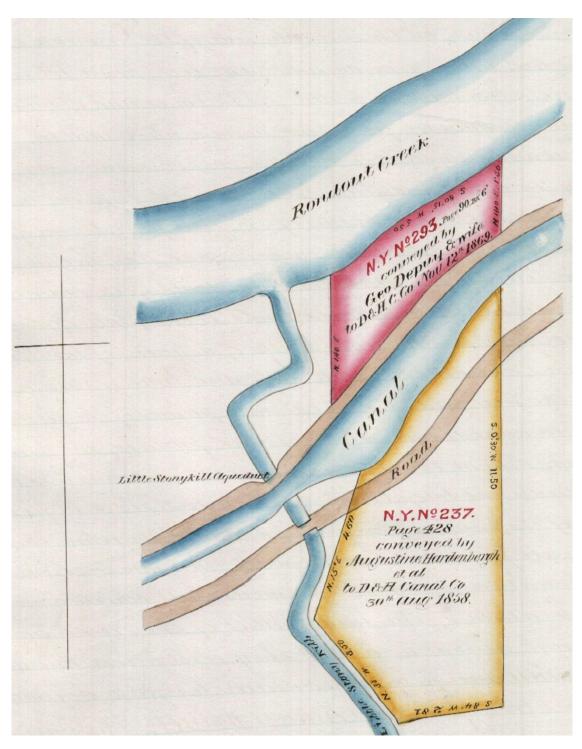
98. *D&H Deed Book: New York;* pp. 422-423: Deed: William Grant and wife to The Delaware and Hudson Canal Company, October 6, 1857. The map shown below is given therein on page 423:



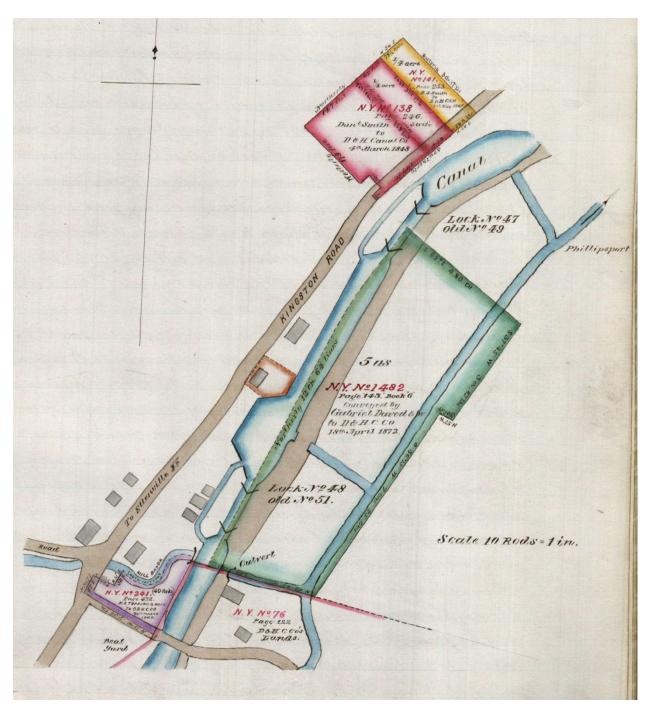
99. *D&H Deed Book: New York;* pp. 425-427: Deed: Solomon W. Relyea to The Delaware and Hudson Canal Company, May 6, 1858. The map shown below is given therein on page 427:



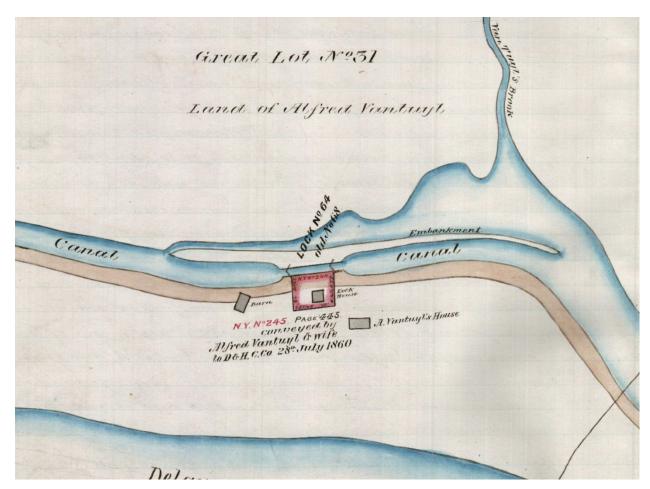
100. *D&H Deed Book: New York;* pp. 428-429: Deed: Augustine Hardenbergh and others to The Delaware and Hudson Canal Company, August 30, 1858. The map shown below is given therein on page 429:

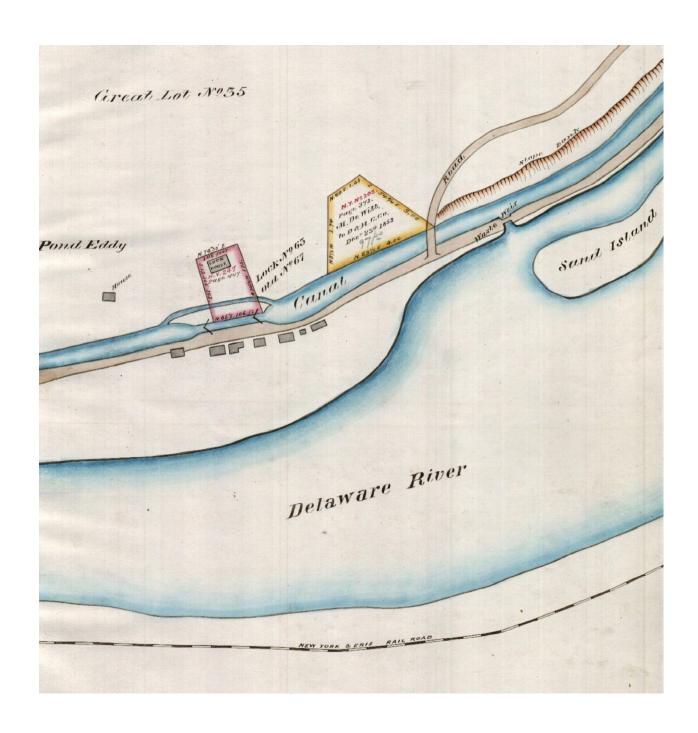


101. *D&H Deed Book: New York;* pp. 436-437: Deed: Nathan S. Topping and wife to The Delaware and Hudson Canal Company, March 30, 1860. The map shown below is given therein on page 437:

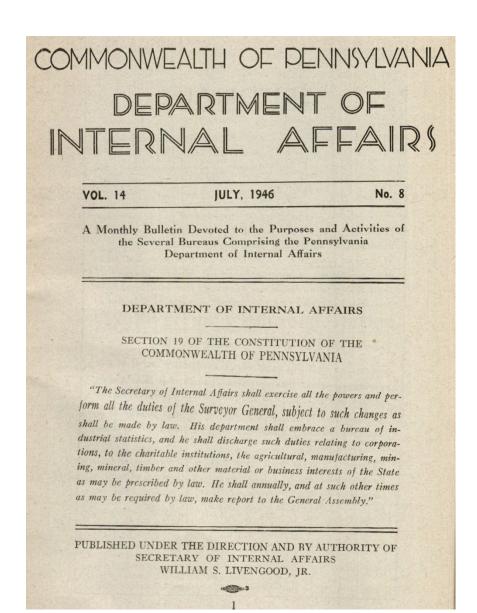


102. *D&H Deed Book: New York;* pp. 447-449: Deed: R. M. Fuller & wife to The Delaware and Hudson Canal Company, November 18, 1860. The two maps, on pages 448-449, that illustrate this deed are shown below (the one on this page, on 448; the other, on the following page, on page 449):





103. Commonwealth of Pennsylvania, Department of Internal Affairs, Volume 14, No. 8, July, 1946, article by E. E. LeRoy titled "Delaware and Hudson Canal Pioneer Coal Carrier," pp. 18-22:



Delaware and Hudson Canal Pioneer Coal Carrier

By E. D. LEROY

Member, Board of Trustees of Wayne County Historical Society

(Ninth Article of Series)

This is probably an appropriate place to give a description of the manner of operating the "Gravity," before returning to the canal. As will be recalled, the original road consisted of parallel tracks at each plane, where each car being lowered counterbalanced one being raised; chains were used briefly, then unweildly hemp ropes, and finally iron wire cables. With the latter there were two cables for each single track plane. One of these was the hoisting cable, the other the tail rope, (or cable) which served to pull the hoisting cable back to the foot of the plane after each trip.

At the foot of each plane was a man whose duty it was to attach each train, or "trip," as it was called, to the hoisting rope. As each "trip" coasted into the foot of the plane, this man fastened the hook, at the end of the first car, to a short chain which was attached to the end of the hoisting rope. As soon as he had thus made the trip secure, he signalled the head of the plane by pulling on a bell wire and the cars were hauled away at a speed of about twenty miles per hour. Each "trip" consisted of five cars, each of five tons capacity.

Reaching the "knuckle" (the head of the plane) the brakeman, who rode each trip, unhooked the sling while the cars were still in motion and the cars then continued on under the force of their own inertia and gravity along the next "level" until the foot of the next plane was reached, and the process repeated until the end of the "trip" at Honesdale.

On the loaded track the descent between the summit and Waymart was so steep (about five hundred feet in two miles) that it was necessary to have machinery to lower the cars. Of course, here no power was required, merely a braking arrangement.

The brakes were located at the summit and were outwardly similar to the mechanism at the head of each powered plane. They consisted of a ten-foot iron drum upon which the ropes were wound and which was geared to a huge eight-bladed fan having a diameter of twelve feet. The fan itself served to retard considerably the speed of the descending cars but in addition around each drum was an iron band which could be tightened by a lever somewhat on the order of an automobile brake.

Regular passenger service was inaugurated over the Gravity railroad between Carbondale and Honesdale on April 5, 1877 and while the road never lost its activity as a coal carrier, it at once became a popular ride for summer tourists because of the scenic beauty of route over the Moosic Mountains. Although a picnic ground was furnished by the company at Fairview, the trains, like the canal, were not operated on Sundays.

18

Progress dealt the canal another blow when in the fall of 1868 the D & H Company entered into a contract with the Erie Railroad which provided that that railroad should transport the D & H Coal to the Hudson during the winter months when the canal was closed by ice. From that date on the D & H Company entered into new contracts or leases with pumerous railroad companies expanding mostly northward into New York State and the New England states. This expansion and transformation took place so rapidly that after 1872 the company discontinued the publication of statistics on canal traffic. The last of these statistics from the annual report of 1872 is reproduced herewith.

While to the boatmen and lock tenders of 1872 no change in the attitude of the managers was apparent, it is strikingly obvious today. reviewing the company's records from year to year, that railroads had superceded the canal in their interests for from that year until the final abandonment of the canal, twenty-six years later there are only brief infrequent references to the canal. The D & H boatmen were by no means so fickle and no railroader ever had the affection for his calling

that the average canaller, be he otherwise callous, had for his.

One of the greatest handicaps of any canal in competition with railroads is its inability to operate during the winter months for the merest film of ice made it impossible for the mules to move the boats. The Delaware and Hudson Canal, reaching as it did into the mountains of northeastern Pennsylvania was closed for five months of each year. Usually the boating season began during the early part of May and closed in early December. Another was the maximum speed of three miles per hour attained by the plodding mules and the time lost in pass-

ing through the locks.

Even had the mules been able to move the cumbersome, blunt-nosed canal boats at a faster pace, it could not have been permitted, for the wash thrown up by boats moving at a greater speed would have caused the canal banks to cave in. The only solution would have been concrete or masonry walls the full length of the canal. In the one hundred and eight miles of canal there were one hundred and six locks, each with an average lift of ten feet. The boats fitted into these locks like a hand in a glove and there was, of course, considerable time lost in getting the boats into the locks and in overcoming the inertia of the loaded boats. particularly when starting out of a lock, so that the actual work of lockage required the less time. The whole operation consumed no less than twelve minutes, actual lockage as low as six.

It is easily apparent that locks having a greater lift would take little or no more time to operate than those in use. Consequently, had the board of managers approved the construction, at High Falls, Neversink, Lackawaxan, and the Narrows, of new but fewer locks, each having a greater lift, the cost of operation and time of navigation would have been materially reduced, but as the railroads took more and more prestige away from the old waterway it became increasingly less practicable to make the improvements which might have given the canal a longer

lease on life.

Two remaining disadvantages hampered the D & H: The Moosic Mountains remained a barrier between it and the mines, requiring the double handling of coal by means of the Gravity railroad. Finally, after

traveling one hundred and eight miles to tidewater, the canal terminated but a few miles nearer the New York markets than was its starting point at Honesdale.

With these physical handicaps to be overcome, and with the board of managers almost wholly absorbed in the great railroad expansion, the Delaware and Hudson Canal continued its useful life as a coal carrier until November 5, 1898, when boat number 1107 in command of Captain Frank Hensberger left Honesdale for Rondout.

The famous old "Gravity" was continued in operation until January 3, 1899, and on April 28 of that year the New York Legislature formally approved the abandonment of the canal in that State. On June 13, 1899 the entire canal with "all its franchises, rights and privileges" was sold to S. D. Coykendall, president of the Cornell Steamboat Company, for the sum of \$10,000.

Thirty-five miles of the lower end of the canal were operated during 1899 for the purpose of handling local freight. One of the last boats to navigate this section was the "Ulster Queen"; another, probably the last of all, was captained by Chara Van Inwegen.

Early in 1899 the Delaware Valley and Kingston Railroad was charted for the expressed purpose of constructing a railroad over the route of the canal from Kingston to Lackawaxen, there to connect with the Pennsylvania Coal Company's road and thus deprive the Erie Railroad of that company's traffic. The Erie acting quickly to defeat this scheme, purchased outright the railroad property of the Pennsylvania Coal Company which it had operated under a lease agreement and as a further safeguard, bought up the right of way of the canal, thus preventing any competitor from building over a parallel route. This was the final disposition of the corpse of the old canal.

Most of the boats on the canal at the time of its abandonment were taken to Rondout or some convenient place for disposal and a great many were used for years as barges on the Hudson River. Some few were abandoned at various places along the canal where they slowly rotted, leaving their bones exposed; the last remnants of a once great enterprise.

The last twenty-five years of operation of the canal were uneventful from the standpoint of change. The canal people themselves had settled down to the serious business of hauling coal and freight.

The following summary of the canal, while it is for the year 1880, will suffice for the year of operation:

Locks: 107 (including double lock at Honesdale), 95 composite, 12 stone and cement masonry, 100 feet in length between gates 15 feet wide.

Feet of Lockage: 1086, including 58 feet at Neversink.

Weight Locks: 2 of stone and cement masonry.

Stop Locks: 2 stone masonry ends.

Guard Locks: 2, one masonry, one composite.

110 waste weirs

16 feeder dams

915 canal boats

66 transfer boats

3 freight line boats

16 barges

2 wrecking boats

1 propeller boat

1 dredging machine

Aqueducts: 22, 4 wire suspension, 18 wood trunk. 2,000 lineal feet aqueduct superstructure.

→ Waste Weirs: 110—105 stone masonry, 5 timber and plank.

Canal Feeders: 14-2 wood, 12 earth trunk. Total 31/2 miles.

Feeder dams: 16-4 stone masonry, 10 timber and plank. 2 stone and brush.

Drydocks: 2, leased, not operated by company. (There were numerous others of varying sizes privately owned.)

Bridges: 136 highway and farm bridges. 5 have wrought iron superstructure.

Tow path bridges: 37—1 crossing Lackawaxen at Honesdale. (5 span wrought iron.) 26 crossing aqueducts, 10 crossing feeders.

Reservoirs: 22.

➤ Boats: 915 canal boats, 66 transfer boats, 3 freight line boats, 16 barges, 2 wrecking boats, 1 propeller boat and 1 dredging machine. In addition to these boats there were, of course, an uncounted number of boats which had been privately built.

STATEMENT OF TOLLS

Statement of Tolls received on the Delaware and Hudson Canal and Railroad in each year after completion of the Works,

1830\$	16,422.44	1852\$	293,174.67
1831	20,554.64	1853	378,479.83
1832	28,717.51	1854	587,349.52
1833	30,004.58	1855	652,362.94
1834	36,946.07	1856	583,737.86
1835	41,976.82	1857	435,198.44
1836	45,154.73	1858	307,698.11
1837	44,832.42	1859	311,597.79
1838	40,328.38	1860	397,677.99
1839	40,095.26	1861	367,953.56
1840	35,450.46	1862	316,376.97
1841	39,388.19	1863	594,822.67
1842	33,894.92	1864	1,213,570.46
1843	30,996.53	1865	201,679.38
1844	33,525.61	1866	118,482.95
1845	25,880.92	1867	96,530.05
1846	26,068.65	1868	89,846.57
1847	38,971.34	1869	110,172.86
1848	46,548.54	1870	110,258.25
1849	34,817.95	1871	123,836.22
1850	97,999.15	1872	109,786.75
1851	158,441.96		
		Total	8,714,610.91

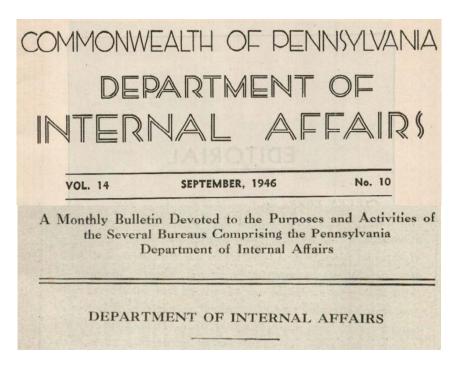
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p. 22:

STATEMENT OF ARTICLES TRANSPORTED ON THE DELAWARE AND HUDSON CANAL DURING THE YEAR 1872.

	Tons
Merchandise and Provisions	15,944
Plaster	349
Cement and Cement-Stone	130,558
Tanners' Bark	729
Leather and Hides	1,690
Stone, Brick and Lime	51,521
Iron-Ore, Pig-Iron and Sundries	5,938
Mill-Stone	456
Staves, Hoop-Poles and Lath	
Manufactures of Wood	4,584
Glass and Glass-Ware	3,927
Dituminous Cool up Corol	1,010
Bituminous Coal up Canal	856
	217,562
Cords of Wood—20,913, reduced to tons	41,826
Hemlock Shingles—486,950, reduced to tons	244
Ship Timber and R. R. Ties-49,503, reduced to tons	1,188
Hard Wood, board mca.—6,066,803, reduced to tons	12,013
Pine and Basswood, board mea.—789,363, reduced to tons	1,184
Hemlock, board mea.—9,575,769, reduced to tons	16,758
Promiscuous	290,775
	1,409,628
	1,700,403

103. Commonwealth of Pennsylvania, Department of Internal Affairs, Volume 14, No. 10, September, 1946, article by E. E. LeRoy titled "Delaware and Hudson Canal Pioneer Coal Carrier," pp. 18-22:



Delaware and Hudson Canal Pioneer Coal Carrier

By E. D. LEROY

Member, Board of Trustees of Wayne County Historical Society (Final Article of Series)

HE locks on the D & H were numbered in order westward from Rondout to Lackawaxen and from Lackawaxen to Honesdale. For the most part the boatmen referred to the lock by some name which was derived from the proprietor or from some peculiar feature nearby. The most common names were: 1-Eddyville, 2 to 4-Creek Locks, 5-Milban's, 6-Websters, 7-Rosendale, 8-9-Lawrenceville, 10-Humphreys, 11—Cole's Basin, 12-14—Nigger Locks, 15-20—High Falls, 21—Alligerville, 22-Foleys, 23-Stony Kill, 24-Middleport, 25-Port Hickson, 26-Port Benjamin, 27-Bob Decker's, 28-Chris Ginniel's, 29-Shirley's, 30-31—Ellenville, 32—Sam Taylor's, 33—Youppy's, 34—Ostrander's, 35—Callahan's, 36—Penny's, 37—Mose Charles', 38—Louie Beardsley, 39—Joe McKane, 40—Hank Woods, 41—Jack McCarthy, 42—Bill Foster, 43—Bill Robinson, 44—Dan Hanion, 45—Enoch Rogers, 46— Huck Rogers, 47-Will Donnelly's, 48-Will Halstead's, 49-Wm. E. Rose's, 59-P. O. Callahan's, 51-55-Neversink, 56-Mineral Springs, 57—Butler's, 58-59—Mongaup, 60—Woolsley's, 61—Pa Gene Smith's, 62—Widow Kelly's, 63—Pond Eddy, 64—Squire Van Tuyler's, 65— Decker's, 66-Lambert's, 67-Handsome Eddy, 68-Barryville, Lower 69-Barryville, Upper, 70-71-72-Gilson's Locks.

Here the canal crossed the Delaware and Lackawaxen Rivers. The first three locks on the Lackawaxen were abandoned after the completion of the aqueducts. 4-5-6—Ridgeway's, 7—Joe Tague or Tinsmiths, 8—O'Donnell's, 9—Bishop's, 10—George Rowland's, 11—Saxon's or Larson's, 12—Westfall's, 13-14—Griswold's, 15—Jim Avery's, 16—Corkonian's or Chidesters, 17—Rodgers, 18—Jim Hanner's, 19—Abe Rowland's, 20—Pat Gannons, 21—Field Bend, 22—Mike Harrison's, 23—Him Harrison's, 24—Frank Danniel's (Pat Harrison), 25—Poolpit, 26—Baisdens, 27—Carroll's (Billy O'Brien), 28—Rock Lock (Mike Connors), 29—Lower Hawley (Conklin's), 30—Upper Hawley (Hennessey's), 31—Wier's (O'Han's), 32—McKahill's, 33—White Mills, 34—Lonsome Lock (Dan Carroll), 35—Tom Whitaker's, 36—Chris Lane's (Miles Bishop), 37—Honesdale-Twin Locks.

It should be born in mind that no two such lists of names would be the same, but those given seem to have been the most common in the last years of the canal.

The accompanying reproduction of "Rules for Government of Lock Tenders", together with the "Rules, Regulations and By-Law", covered any contingency which might arise and were for the most part adhered to.

Rules for Lock Tenders

The rules in brief were as follows:

Section 1. Boats not built according to specifications or those likely to sink and obstruct navigation, could be barred from the canal.

Section 2. Every boat to be conspicuously marked in letters not less than four inches high. The boat was to be properly "ironed" on the bottom to prevent fouling tow lines of other boats when passing.

Section 3. Every boat must have an efficient horse, a crew of at least three male persons and a conspicuous headlight for night navigation.

Section 4. Governed the passing of locks and prohibited the crew from operating the machinery.

Section 5. Required that a horn be blown a quarter of a mile before reaching each lock, and required all boats to pull to the berme bank while awaiting its chance to enter the lock, and provided that any boat if within 500 feet of a lock, the water of which was at the same level as the boat, should have the right of way over boats approaching the lock from the other side. No boat was to be moored within 15 feet of a lock.

Section 6. Provided that boats going in the same direction were not to pass within 20 rods of a lock. Each boat must wait its turn at the lock but those not ready to move on time lost their preference.

Section 7. Prohibited mooring boats on the towpath side of the canal or loading there without specific permission. Boats were not to be moored to any bridge or aqueduct.

SECTION 8. Governed passing between locks. Boats going from tidewater must keep to the tow patch side, going towards tidewater they must keep to the berme side. Approaching a narrow stretch the boat going towards tidewater had the right of way.

Section 9. Speed limit three miles per hour! But a boat overtaken by another must permit it to pass. It provided a fine of \$10.00 for each offense.

Section 10. Provided a fine of \$5.00 for mismanaging a boat so as to obstruct the canal.

Section 11. Provided a \$20.00 fine for otherwise obstructing navigation.

Section 12. Prohibited wasting the water of the canal and referred to the stiff penalty for malicious damage.

Section 13. Provided a fine of \$5.00 for anyone caught throwing any dead animal or the like into the canal. Half of the fine was to go to the informer.

Section 14. Navigating the canal by means of poles for any distance was prohibited.

Section 15. Except for the purpose of hauling canal boats no vehicles or animals were permitted upon the tow-path.

Section 16. Prohibited any boatman to have on board any fence material. (Stealing fences must have been a common past-time.) The fine was \$5.50.

Section 17. Covered the manner in which tolls were to be collected and required bills of lading, etc.

SECTION 18. Provided fines up to \$20.00 for attempts to defraud the company on tolls.

SECTION 19. Covered the issuance of clearance certificates.

SECTION 20. Also referred to clearance certificates.

Section 21. Provided for the detention of the boat until all incurred fines had been paid.

Maintenance Problems

Maintenance of a canal presents its own peculiar problems compared with which the problems of a railroad are trivial. It is one thing to dig a ditch and another to keep it filled with water and anyone who has ever seen the havoc caused by a single heavy summer downpour on a country road, not to mention a spring flood can appreciate the irresistible power of water. In the valley of the Neversink the builders of the D & H encountered porous, gravelly ground which would not hold water. During the first years this difficulty caused a great deal of annoyance until it was finally overcome by lining that entire section, sixteen miles, with clay.

The use of "sitting poles" or pikes was strictly forbidden for their sharp points, driven down into the bed of the canal, elevated as it was above the river, would be certain to puncture the lining and the smallest leak thus started soon became enlarged and if not repaired promptly, a washout was inevitable. As a precaution against such an occurrence, which could tie up the whole canal for days, the tow-path walker or waterman was an invaluable man. It was his duty to repair small leaks whenever possible. This was usually done by plugging the hole with stones or twisted straw or both. On top of this he rammed down some convenient sod or clay, probably tramping it down with his feet.

Poles of the boatman were by no means the only cause of such leaks, for eels, catfish, sometimes moles, and even crawfish were the cause but probably the greatest enemy were the muskrats who found the canal an ideal home. Liberal bounties offered for killing them seemed only to make those which remained more determined.

A leak which threatened to become a washout called for the attention of the emergency crew. Their scow was loaded with timber for piles and planks for coffer dams as well as wheel barrows, shovels, and all the necessary tools. These scows had the right of way over all other traffic and were easily reached by the D & H telegraph. Where a breach of washout had occurred, a temporary dam was built across the breach and the canal again placed in operation. This dam was built by driving piles and facing them with grooved planking which, when watersoaked, soon became watertight. Behind this dam the washed-out section was then rebuilt but the dam remained in place to give the new work time to settle and become watertight before being subjected to pressure.

The canal company owned half an acre or so of ground adjacent to each lock on which was built a house for the use of the contractor who was responsible for the operation of the lock. Often the operation of the lock was kept in the family but in many cases an outsider was hired as locktender. More often the contractor himself also ran a farm, did lumbering or quarrying or probably he ran a store.

The lock tender was responsible for the level of the water in the sections of canal below his lock, regardless of the head of water above his lock. That was the responsibility of lock tender next above him. A certain amount of water passed through each time a lock was emptied, but, except in the dry seasons there was a continuous flow of water through the sluiceway which bypassed each lock.

In addition to the feeders, which drew water from the river, the canal was fed by brooks or springs which emptied into it. It was necessary to control the flow of this water through the erection of wasteweirs, usually opposite each brook or spring. By raising or lowering the planking at these wasteweirs, a proper boating head was maintained. A flow of water through the canal greater than a half mile per hour would have

caused serious damage to the banks.

The operation of the locks became an art in itself and was accomplished quickly and efficiently. As has been pointed out locking through required less time than bringing the boat into or out of the lock. Originally the gates on all of the locks were the balance beam type, and each was operated independently by hand, but in 1865 the upper gates were replaced by drop gates, and hand operated machinery, by which both the upper

and lower gates could be operated, was installed.

The drop gates were hinged at the bottom and so weighted that when the lock was full they could be allowed to drop backwards into the bed of the canal. With this gate down the boat slid over it into the lock. When the boat was safely snubbed the lock-tender, from his shanty over the lower gates, "cracked" the "paddles" of the lower gate (i. e., opened them slightly) and at the same time turned the winch which started the upper gate from its resting place. The current created by cracking the paddles was sufficient to cause the drop gate to rise into place without much further effort on his part. The winch was tightened and the dog (or ratchet) dropped into place on the cog, thus holding it securely. The paddles (they were called wickets on some canals) in the lower gate were opened fully and the water boiled out below the lock. These paddles were below the surface of the water, so as to cause as little erosion as possible. When the water within the lock thus reached the level of the water below the lock, the lower gates were opened and the boats passed on out. When there was an abundance of water, the lock-tender could speed up the passage of a boat by partly opening the paddles beneath the upper gate, thus causing a swell of water upon which the boat rode out of the lock, attaining full speed within a hundred feet.

104. "List of Boatmen to be employed on the Delaware and Hudson Canal - Season of 1898"; this three-page document is in the holdings of the Wayne County Historical Society, where the author made a copy thereof on Saturday, February 17, 2018.

		NTY HISTORICAL SOCI	
COPY	of Destance to be		
List	or Boatmen to be	e employed on the	
	Delaware and Hu	dson Canal - Season	of 1898
Marie Junes		Tolonor, A.	
Aiken, John F. Aike	p, John F	Eck, William	
Agin, David		Eck, Louis	/
Descrit Didide		Eck, Ferd.	6
Bennett, Philip		Ecker, Peter J.	
Brown, George A. Brnck, Wich.		Ennis, James	
Burns, Jos.		Evans, George	
Bell, John		Fahey, William	
Bradford, W. H.	16	Fitzgerald, James	
Bracy, John		Frantz, Adelbert	
Burger, David		Feeley, William	The Part of the Pa
Burns, Patrick		Finn, Henry	9
Broaders, Michael		Feeney, Barney	all e
Burger, C. B. Butler, Dennis		Freer, Oliver	
Butler, Dennis		Finan, John J.	
Baird, Riley		Freer, Joseph	
Burns, M. J. Burger, Elmer		Compiter Tohn	
Bowen, John		Garrity, John	
Bowen, Som		Galloway, Gov.	
Carey, Patrick		Galloway, David Grimes, Peter	
Cavanaugh, Daniel		Gabriel, George	
Colo, Patrick		Green, Increase	8.
Coughlan, Patrick		Gibbons, Patrick	
Coyne, Philip		Ganghan, Thomas	
Carr, James, Sr.	15		
Cummings, D.	1/	Harvey, John	
Cummings, William Carney, Sylvester		Hayes, Edward	
Contant, R. P.		Hamilton, James	
Comfort, Richard		Hoffman, Peter	
Constant, Leonard		Hoppy, William Hayes, R. H.	
Clark, James T.		Hanrahan, Patrick	
Company I man		Hardy, Daniel	14-
Dougherty, Hugh		Hoffman, Ed.	
Donnelly, John		Hines, Patrick	
Dunn, Thomas		Havey, Patrick	
Deyo, Levi Donahue, Michael		Hotchkiss, E. G.	chell Nousberr
Dougherty, Robert		Hinsberger, Frank Horan, John J.	(species
Doughney, Jere.		Horan, John J.	ter the training
Dow, Thomas	13	Jansen, Frederick	
Donnelly, James		Jourdan, Charles	
Delaney, William		Jordan, Thomas	
Doolittle, Emmett			9
Donnelly, John		Kelley, Michael	
Dougherty, Daniel		Kelder, W. E.	
		Kearney, Peter	
		Kennedy, Patrick	
		Kelb, Fred	

WAYNE COUNTY HISTORICAL SOCIETY

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List of Boatmen to be employed on the

Continued

Delaware and Hudson Canal - Season of 1898

Kane, James Kane, William J. 3 Kallighan, Thomas

Lowery, Michael
Landers, William H.
Landers, Charles
Lynch, John
Lowery, James J.
Luby, John
Lerch, Andrew

Murphy, Martin Murphy, Michael Murphy, John Murphy James Martin, Patrick
Morrow, Charles
Murray, James J.
Martin, Lewis
Manning, William
Miller, Philip
Malone, Daniel
Milraney, Martin Milraney, Martin Miller, Michael Mullen, John H Moran, John Miller, John Mullen, John D. Moran, Dennis Markle, Arch Madden, John McCarty, Thomas McLaughlin, James Jr. McCue, James McCue, Michael McGinnis, Peter McNamee, Thomas McGoway, Edward McAndrew, Edward McClure, David McDermott, John McGinnis, Lawrence McAndrew James McFadden, James

McAliney, Patrick McCue, Patrick Neimeyer, A. Neimeyer, William Naughton, Patrick

O'Neill, Felix O'Rourke, Patrick Oulton, Martin O'Boyle, Anthony Osterhoudt, J. H.

Purcell, Patrick Purcell, Hugh Pettibone, Jacob Pettibone, Joseph Jr. Powers, John Prophet, Robert

Quinn, Thomas

Rutledge, Hugh
Rose, John N.
Rose, Joseph
Rosa, W. H.
Rafferty, Daniel
Rogan, M. J.
Reilly, Daniel
Reilly, Bernard
Reilly, Owen
Reilly, James
Reilly, William

Shaffer, Charles
Shafer, Philip
Schroeder, Chris
Smith, C. W.
Shanley, Thomas
Smith, Sidney
Startup, R. W.
Sherry, Patrick
Sutton, John
Stahl; George
Shafer, Jacob
Sahloff, Frederick
Smith, Hiram
Sherman, Jos.
Schycart, George
Schleede, William
Stoehr, Henry
Solon, John Jr.
Spellman, Patrick
Startup; Charles

WAYNE COUNTY HISTORICAL SOCIETY

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List of Boatmen to be employed on the Delaware and Hudson Canal - Season of 1898

Terwilliger, John A.
Terwilliger, Jonathan A.
Tierney, William
Turner, Nelson
Tucker, Bernard
Tucker, Thomas
Thornton, Joseph
Thornton, John
Thornton, James
Thornton, George

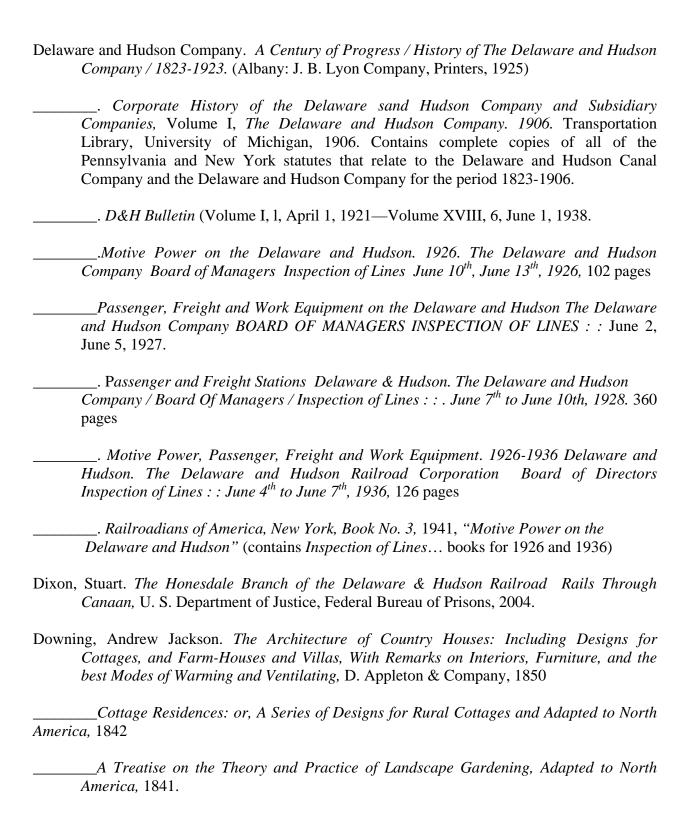
Updenbrow, D.

Vicinnes, Fred

Welch, Chris Woolsey, Richard Wood, A. L. Wood, Charles Weber, George K. Wissert, Fred

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